



ROCHESTER CHAPTER

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# THE SEMAPHORE

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*National Railway Historical Society*

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Our March meeting will be held at 7:30 P.M. on Thursday, the 16th, in the basement of the Rochester Museum & Science Center at 657 East Avenue. The program will feature a "Caboose Extravaganza" by DON BROWN and "The Coal Docks on Lake Ontario" by TOM BREWER.

Since we have many new members and subscribers who may not be familiar with the scene, the above photograph shows the motive power, depot and company headquarter of the Bath and Hammondsport Railroad at Hammondsport, N.Y. Jerry Hott took this photo just before we left on our October 9, 1971, Rochester Chapter fan trip.

Last month 80 happy people watched David Smith's terrific "Steam Safari - '71" —an account of his fantastic world tour. His travels included everything from link-and-pin-coupled Shays in Taiwan to Germany where there were 400 more steamers in 1971 than in 1970.

## OATKA SCOREBOARD

The Chapter wishes to thank Cal and Rose Bulman, Dick Barrett, Dick Pearson, Bill Gordon and all the others who assisted our "Chapter Store" efforts at the Model Railroad Show on the weekends of February 18 and 25th, and at our February 17th meeting at the Rochester Museum auditorium. As a result of their efforts the Chapter will be able to purchase more items needed for our Oatka Depot restoration project.

Thanks also to Gregg Sullivan and Pete Gores for plowing out the depot on February 26. The work crew the following Sunday pumped the water out of the basement and replaced the glass in most of the remaining windows. Several window frames which were missing have been duplicated and will be re-installed later. One of our newest members, Howard Bulman, has volunteered to paint them first.

Some progress has also been made toward replacing the wiring inside the depot. Niagara Mohawk promises to have service to us soon.

Our plea for a carpenter in last month's SEMAPHORE has been answered. Mr. Robert Mader, another of our new members, has volunteered to reconstruct the basement stairway as soon as we get the basement dried out, and to assist with several other carpentry projects.

Do we have any locksmiths available? How about plumbers? We are also looking for old style electric light fixtures and some sturdy chairs and a table or two.

During the month of February Chapter members contributed a total of 49 man hours of effort toward the station restoration. Most of this time was during Sunday afternoon work sessions. We would like to know how many members would prefer Saturday work sessions.

## LAST CHANCE

Members are reminded that they must pay their 1972 Chapter and National dues before the end of March if they wish to remain members in good standing. After March 31st, Chapter dues are subject to a one dollar (\$1.00) penalty charge, so please renew now if you haven't already done so.

## CHAPTER HONORED

Your Stationmaster, Hank Pape and your president attended the February 24 meeting of the Rochester Railroad Association.

Mr. Dan Todd of the Southern Railway and Vice President of the RRA made some very complimentary remarks about the Rochester Chapter, N.R.H.S. and indicated the Rochester Association would like to share more activities with the Chapter.

## FROM BUFFALO TO THE PACIFIC BEHIND STEAM

by DEVAN LAWTON

(The "Flying Scotsman" left Buffalo on September 2, 1971, with a crew including NRHS members PETER GORES, GARY YOUNGBERG and DEVAN LAWTON. Their California-bound adventure so far has taken them to Havre, Montana.)

Leaving Havre at 9:15 A.M. on September 13th brought us onto the Montana Division, 2nd Subdivision, of the BN's Billings Region.

At Gilford, 29.4 miles west of Havre, we met the eastbound Empire Builder at 10:30 A.M. Once again we passed this conglomeration of equipment we nicknamed as the "circus train". Four or five FP-7A's and B8s led the various equipment of baggage cars, coaches, diners, Pullmans, combo's and domes past us each day. You never knew what Amtrak was going to throw at you.

Buelow, Montana, was the next siding we got slapped into. The train on the BN was and is called the "Pacific Zip". This hot hotshot is the westbound mail train from Chicago to Seattle with a running time, I believe, of 50 hours.

Once again we got underway to travel only seven miles to the town of Chester, Montana. To the crew members and myself this town is well remembered. Here is where the BN decided to give us a helper engine because of an inability to maintain steam pressure. You'd think that this would be an easy operation, but, thanks to a certain dispatcher who got things a little "balled up", it proved to be something else. Now, picture this if you can: one main line passing through the town, a passing siding north of the main beginning at the west end of town and extending 165 car lengths west, and a town stub track south of the main line with a capacity of approximately 40 cars.

The scene starts as the Scotsman gets shunted into the passing siding only to see a freight train in ahead of it. After the Scotsman clears the main by six car lengths, the hi-rail truck runs in behind it. Now, a quarter mile west of the switch the Scotsman went through is an eastbound freight, standing. In its consist somewhere is an ex-Great Northern Geep which is to be our helper. While the crews figure out what is happening by talking among themselves and to the dispatcher, the westbound Empire Builder approached. The passenger train enters the town stub track to allow the eastbound freight to uncouple one of its units and maneuver it into the passing siding in back of the hi-rail truck. After that was disconnected, the remaining power returned to the eastbound consist. After pumping up the train line, the eastbound freight leaves. The Empire Builder backs out of the stub onto the main line and leaves westward. The Scotsman's helper backs out of the passing siding and moves west to clear the switch. Now the hi-rail truck backs out of the siding far enough for the Scotsman to do the same and clear the siding switch. After this had been completed, the helper unit backed onto and coupled to the point of 4472. In the meantime, the westbound freight, which was in the passing siding in front of the Scotsman, had left. As the Scotsman leaves west, the block is on an approach. By the time the block is reached, a "high Irish" is seen and off and running we go again.

A run of 43 miles to the town of Shelby, Montana, brings the Flying Scotsman to her next water stop. Souvenirs were sold and the helpers changed. Much to a railfan's delight, we get as our helper one of eleven remaining Alco FA-1 units, SP&S #4102. I mean, if a diesel has to pull a steamer, it's better to have a rare one than a commoner.

Since I never had a chance to ride in an Erie-Lackawanna "FA" when I started



work, I thought this would be a good chance to finagle myself a ride. I told Pete of my plans, grabbed his camera along with mine, and jumped up on the fireman's seat. Penny Pegler, Alan Pegler's daughter, followed closely behind and so did Harold Carter, Manager of Exhibits. Five of us took the Scotsman west out of Shelby and up a grueling hill. At the top of the hill was a town called Cut Bank, and here crews changed and we received new orders.

At 5:00 P.M. sharp we departed from Cut Bank. We stopped to check the ashpan once again mid-point between Cut Bank and Blackfoot.

Browning, Montana, was the last stop before we entered the Rocky Mountains. The Flying Scotsman was now at an altitude of over 3,000 feet. She had never before attained this height in her 48 years of service, and the enginemen did not know how the vacuum brakes would react as the altitude increased. As a precautionary measure four additional BN diesels were added to the SP&S FA-1. Four EMD GP-9's were added: BN #1765, GN #1803, BN #1771 and GN #1822. Five diesels, and running sixth was the 4472, still proud that she went this far on her own.

From here on for hundreds of miles was nothing but the most utterly beautiful scenery that I had ever come upon. After the ascent had started, the southern boundary of Glacier National Park was the first of many picturesque areas we were to travel through. When I got my first glimpse of these majestic mountains, there was only one place that I wanted to be on that train---atop the tender. Up I went, with the excuse of having to trim coal. My camera found its mark many times before I was finally dethroned from my perch---something to do with a railroad safety violation. It was a shame that she had to be pulled up the mountains as I would have loved to have seen her bark and grab at the rails on her own. Long tunnels, towering viaducts, extensive snow sheds and massive rock cuts were continuous during this section of our journey. To feel the bite of the cold wind whipping around my face and to smell the smoke fresh from deep within this machine made tears come to my eyes. It was a time that I'll remember the balance of my life.

After reaching the summit, our descent brought us to a small mountain village of Essex. Here the second coal loading by hand presented itself. In backs another dump truck full of coal against the near-empty tender. Once again human power wins over the mighty machine. Within 20 minutes, start to stop, we loaded the tender and got under way.

At 9:30 P.M. we reached Whitefish, Montana. Approximately five to six hundred spectators welcomed us as we finished the twelfth day with the Scotsman. It may have been cold outside, but that didn't hamper the spirits of the town's people or vacationers. As late as it was, we set up for exhibition. It was around midnight when Gary and I got to our sleeping bags.

With a bit of luck on my side I made the acquaintance of two NRHS members which proved very banaficial and helpful to me and, I hope, to them. They were Calvin T. Sanger and David Emerson of the Inland Empire Chapter in Spokane, Washington. I had a chance to do what I'd been hoping for since leaving Buffalo---to chase the Flying Scotsman. Calvin and David had come from Spokane the previous day. After a brief talk we agreed to set off the next morning at 6:00 A.M. On the 14th we traveled to the western portal of the new 7.2-mile Flathead tunnel. After an hour and a half wait, and two freight trains, the mighty Scotsman emerged from the portal and the chase was on.

Shooting movies and taking slides from all angles and from atop the automobile was what the next 262 miles entailed. If I could get my lens out of the car, I was shooting. I wouldn't have traded this chase for anything. What a beautiful

sight to behold as the mighty 4-6-2 swept along the mountainous countryside. It was a perfect chase—no one else around and with open road. The brisk, clear morning was nothing less than ideal for this living steam machine. To witness the pure white clouds of steam and smoke puffing out the stack was beyond words. Speeds up to 75mph were registered on the car's speedometer as we chased alongside her. Often as I shot the train and engine, I'd see a camera lens peek out at me with Peter at the other end. The pulsing of this machine, the vibration, the smell and the sight were unbelievable as we raced alongside her, sometimes only ten feet away.

A water stop at Troy, Montana, lasted one hour, beginning at 10:30 A.M. (PST). Most of the crew members converged upon a small, quiet diner for breakfast while a couple of others watched the train. Calvin, David and I searched for film and then awaited the Scotsman's departure outside of town. The chase was on once again. After Troy, we went through various towns such as Bonner's Ferry, Naples, and Sandpoint, Idaho. We entered Northern Pacific territory at Sandpoint. Continuing, we passed the state line and entered Washington. After passing through Newport, Scotia, Dean, Washington, we headed straight to Spokane. We arrived just minutes before the Flying Scotsman arrived at the station at an early 2:10 P.M. With 2,362.6 miles behind her, the L&NER 4472 brings to a halt the famed train.

Exhibiting was immediately set up and cleaning started promptly. Volunteers were readily found at the station to help wipe down the engine. Coal and water were obtained later that evening.

We left Spokane at 8:04 A.M. on the 15th, and arrived at Sprague, Washington, at approximately 9:25. BN perishable hotshot #76 was met here on its journey to the east. A short trip of  $4\frac{1}{2}$  hours and 154 miles brought us to Pasco, Washington at 12:30 P.M. We set up for exhibition for the remainder of the day.

Leaving the train I teamed up with a local rail buff who showed me around town. Later that evening back to work I went. I was once again my turn to clean the fire box and clear the clinkers. These tasks were accomplished after watering both tenders and filling the coal bin. As dawn was breaking #4472 and the night crew were putting her back on the train. At 6:13 A.M. on September 16th we started out once more. Our journey would soon turn in a southerly direction toward Oroville.

The Portland Division, 2nd Subdivision, Portland Region of the Burlington Northern, was the area we would be traveling. This is our first venture over the ex-Spokane, Portland & Seattle Railway. At 9:20 A.M. the train pulls into the town of Wishram, Washington. We have already traveled some 125 miles in the morning light along the famous Columbia River. At Wishram the tenders drink their second fill for the day as the train crew replenished their feedbox.

Traveling out of Wishram we crossed the Columbia River and then entered the State of Oregon. We now paralleled the Deschutes River and made a quick stop at Maupin, Oregon. The train missed the order stick so we had to stop and back up for them.

Maupin also hosted a different phase of railroading which we had not enjoyed during the entire trip. We took on water, but not in the now conventional manner of fire truck or water hose. An old-fashioned water spout served the English Pacific. After everyone quenched his own thirst from a nearby spring and an abundance of photos were taken, we resumed our journey southward.

South Junction, 86 miles south of Wishram, is where we met a northbound Western Pacific manifest. Six Western Pacific EMD covered wagons were on the point. Leaving South Junction at 3:10, we continued to milepost #90 where we stopped because

of low steam pressure. Milepost #95 found us with the same difficulty.

Less than forty miles were covered before low steam pressure stalled the train once more. Poor coal was plaguing us now more than as in Montana. Limping into Bend, Oregon, at 6:55 P.M., the engine got an early firebox and ashpan cleaning from yours truly again. The smoke box was equally cleaned along with the usual driver-and-rod-cleaning ceremony. It was after 2:00 A.M. on the 17th before the engine was ready for a new day. All the remaining coal was discarded and a small amount of a better grade coal deposited in its place.

Departure from Bend was at 9:03 A.M. on the 17th. The train was still in the Portland Region, soon to become the Oregon Division, Cascade Subdivision of the Southern Pacific Railroad. We entered SP trackage at Chemult, Oregon. Unfortunately, though, the Southern Pacific didn't seem to be a favorable line for the Flying Scotsman to travel. Within sight of the BN-SP interlocking plant we were stopped by a not-box detector. "Lydia" was supposed to have a hot journal on the rear truck. Close investigation of the journal disclosed a slight amount of heat, but nothing to worry about. We were under way again only to be stopped seven miles further down the line. The dispatcher reported the same; again we investigated. The third time within fourteen miles didn't bring any new developments and just angered the train crew. A special lubricating oil was added to the pan and off we galloped once again. Only 142 miles covered during a  $3\frac{1}{2}$ -hour trip resulted in another short traveling day. Klamath Falls, Oregon, was to be the city where we were to stay the night before reaching Oroville, California. This was one of the crew's best days for the most part. We just relaxed and enjoyed the surroundings.

The foregoing sixteen days proved to be arduous, but they were sixteen days I would have repeated if asked. I think it's safe to say that Gary and Peter feel the same.

Our last day was one of the most enjoyable days we had up to this time. The scenery could not be surpassed. Unfortunately, though, an air of melancholy could be felt by all throughout the train. Two long weeks brought some nineteen people close together working for one goal, and now the goal was soon to be reached.

A few minutes after 7:00 A.M. on the 18th our last day's adventure began. We now travel upon the ex-Oregon Trunk Railway (GN) viewing the 14,162-foot Mount Shasta in California. Mount Shasta would be visible for the next 110 miles of our trip. Off we depart from Klamath Falls to Bieber, California, where we were to interchange with the Western Pacific.

During our trip to Bieber I rode the tenders and trimmed coal as Peter fired up and down the mountainous terrain. Alan Pegler, who joined the train at Bend, Oregon, was now behind the throttle. He let the gracious lady have her head and off we flew. I noticed the firebox door opening more often. Peter can vouch for that. Gary kept a close watch for any more trouble caused by the ashpan. The observation car was like a large television studio with huge picture tubes surrounding most of the car. The "Devon Belle" and the scenes she afforded were highly appreciated by Gary.

The town of Bieber finds us ninety miles into California. Here the Burlington Northern ends and Western Pacific begins. Unfortunately, the WP also felt it necessary to place a helper on the train. A northbound BN train was relieved of an SD-45, #6506, which was put on the point of 4472.

Up to this time the Flying Scotsman was named Passenger Extra 4472 West, Extra LNER 4472 West, or similar. When we left on the WP we were classified as

Train Number 53. A current WP employee timetable states that #53 is a second-class freight departing Bieber daily at 7:15 A.M. What a shut down!

The journey on the WP was fabulous. Traveling the east side of the Sierra Nevadas, ascending and descending steep grades and tight curves, we passed the towns and areas of Little Valley, Hall's Flat, Robber's Creek and Greenville on our way to the famous Keddie Wye Bridge at Keddie, California. We arrived at the wye at 2:25 PM for our last crew change. We viewed the wye from the north side which showed that the trestle led directly into a tunnel. Thirty-seven tunnels were to follow on our descent into Oroville. The rugged Feather River Canyon was to follow. Sixty to sixty-five miles of rough trackage were to be covered. Once again lofty trestles, deep rock cuts and cliff-hanger heights were viewed along with sudden blackness of a tunnel as the train passed through. The highway which paralleled the railroad and the North Fork of the Feather River was used as if the Le Mans. Rail buffs from all over converged on this once-in-a-lifetime spectacle. A speed restriction of 25 mph was placed upon the train so a high appreciation of the valley was prolonged.

A final meeting of the everyday ritual "morning prayers" was held giving thanks to all who had assisted on the trip. Notice was also given to each crewman of a five dollar credit for any souvenirs they would like as a remembrance.

At 5:50 P.M. we arrived at the old passenger station in Oroville. After souvenirs were sold and the train viewed, we left one hour later for the end of the line. 3.2 miles west was the ex-WP roundhouse which a private car company now owned.

At 6:30 P.M. on September 18th the Scotsman lay still. The 4472 and tenders were turned on the turntable and placed into a vacant stall. Here she would stay until September 27th. The train would get a thorough cleaning and revamping for exhibition at Pier #43, Fisherman's Wharf.

The Buffalo Chapter is represented on the Scotsman with a display in Exhibition Car D. Active members of the Chapter contributed items.

The Travelers Three had just concluded a 3,204-mile steam trip across the northern section of the United States, a trip indelibly etched in our memories.

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In case you missed it, borrow from a friend the January, 1972, TRAINS. Editor David P. Morgan wrote the feature article "Amtraking West in Search of the Fast Flying Scotsman".

#### SCHEDULE OF EVENTS

Thursday, March 16 ✓ Rochester Chapter meeting at the Science Museum on East Avenue.  
Saturday, April 22 - Central New York Chapter Banquet, Syracuse, N.Y.  
Thursday, April 20 ✓ Rochester Chapter meeting at the Science Museum on East Avenue.  
Saturday, April 29 ✓ Buffalo Chapter Banquet, Lord Amherst, Williamsville, N.Y.  
Friday, May 19 - ✓ Rochester Chapter Banquet, Sweet's Party House, Webster, N.Y.  
Thursday, May 18 - ✓ Rochester Chapter meeting at the Science Museum on East Avenue.  
Saturday, Sept. 23 ✓ Joint Chapter Dinner Meeting in Batavia, N.Y.

The Dunlop Rubber Company donated their fireless cooker O-4-O to the Arcade & Attica Railroad Company for display at Arcade. The 35-ton locomotive was moved by the William Higgins Co. on a truck to Arcade.

The Niagara Falls, Ontario, roundhouse of the CNR was razed for a new apartment building.



## THE CASHBOX

by GREG SULLIVAN

The time for your dues to be paid is now. Remember, if they are not paid by March 31st, you are dropped from the National as well as the local Chapter. If you don't renew by March 31st, you'll be dropped from THE SEMAPHORE list as well.

There are only a few who have not renewed, so to remind you, here's the list: Donald Brown, John Gaine, Fred Cupp, Dewey Friedler, Raymond Frost, William Hale, Ross Hall, Phil Kuhl, James Moore, Errol Valyear, and Claude Winslow.

Also, please don't forget the questionnaire. It's very helpful to us in planning programs, keeping a record of members' interests and, most of all, in the restoration of our station.

At this time let me greet new members ARTHUR P. MERKEL of Webster and HOWARD and EVANGELINE BULMAN of Fairport. Welcome to our group, and I hope your stay is a long and pleasant one.

I would like to add that Mr. Bulman, although a member less than a month, has pitched in repairing some of the windows for the station at his home. If you are interested and can't make it out to the station but would still like to help, we do have some work that can be done at home—carpentry projects such as rebuilding doors, windows, railings, etc. We will even deliver free to your home, within a fifty-mile radius, that is.

Just a closing note on the Chapter Store. As you might know, I turned that department over to CAL BULMAN a couple of months ago. Cal has done a fantastic job in the past two months. (Editor's Note: Come on, Greg. He had the invaluable help of ROSE BULMAN.) I would venture to guess that his store will produce more revenue than the dues. Cal has gone out and contacted suppliers and is coming up with some really great items. To CAL, his wife ROSE, DICK PEARSON, and all the other helpers, thanks for a tremendous job.

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BILL GORDON sent in a new monthly service paper. The RAILROAD ADVERTISER is currently a 12-page leaflet with ads for trips and the buying and selling of all sorts of railroad items. In fact, the first page is headed "200,000 Railroad Items Put On Auction by Penn Central in March at Philadelphia!" about the sale next week. Several of our members are going to this sale, and many more will feel sad at the description "The Penn Central warehouse shelves are just bulging with crates filled with pieces of railroad track, broken wheels, old ticket stubs, and dusty locomotive journals."

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

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