



ROCHESTER CHAPTER

THE SEMAPHORE

National Railway Historical Society

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No. 6

Our March meeting will be held at 7:30 P.M. on Thursday, the 20th, in the lower level of the Rochester Museum & Science Center at 657 East Avenue.

Our program will be a collection of 16mm color movies by TED JACKSON: "Railroads of the Old Dominion" - 1950's in Virginia; "PRR Coal Train to Sodus Point"; "Train Recollection" - 1960 NRHS steam trip; "Kawartha Kaleidoscope" - CN and CP branch lines around Lindsey and Peterborough; "Palmerston, Ontario 1957" - 90% steam; and "Scraps from the Cutting Room Floor" - local scenes from the mid-1950's.

Coming up in the next few months for the Rochester Chapter are a weekend trip to Toronto with a steam trip in Toronto and shopping for the ladies if they'd like, another weekend trip to Detroit and staying at the Dearborn Inn for a full day at Greenfield Village, and a one-day trip to Rome, New York, to ride the canal boat and narrow-gauge steam train. Those who would like could remain on the train to Hudson and catch the return train there.

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We hope you all will enjoy the enclosed RAIL TRANSIT booklet provided by General Signal Corporation via General Railway Signal. We also hope this effort on our part will encourage you to reciprocate by filling out the Members' Survey on the last page. We want to serve the rail interests of all members.

KENNETH MacLAUGHLIN, a member of Rochester Chapter for over eight years a while back, has donated four cartons of books, timetables, etc., to the Chapter Library. Last fall, at the age of 36, he became blind and is now living at 59 Servalls Falls Road, Penacook, New Hampshire 03301. He has a position in Little Rock, Arkansas, as an electronics consultant and will go there later. Say a prayer for Ken as you're thinking of him. Thank you, Ken, and thanks, Bill Gordon, for helping.

Subscriber John Kunis sent the following to CAL BUIMAN:

Western Maryland enginemmen have thirty days to qualify learning the B&O division they have to run over. June 1st is the deadline. Then they will start tearing up the Western Maryland line.

The new Allegheny Central Railroad at Intervale, Virginia, near Covington, will open this summer using two CP 4-8-2 engines. These are the former CP engines that George Hart owned and once ran over the Western Maryland into Cumberland.

The State of West Virginia has a bill in the State Legislature to obtain a second tourist railroad. This would be the 4.83-mile Rand Branch from Thurmond to Minden, West Virginia. It has a switchback and grades of 3 to 4%. The C&O used 2-6-6-2's on these grades. The state would restore this branch to a coal camp model whereas Cass Railroad is a log camp model. It's believed there are no engines or rolling stock with this deal.

The annual railfan weekend at Cass is Friday and Saturday, May 16th and 17th. On Sunday, the 18th, the first run will be made over the Allegheny Central as part of the Cass weekend. Anyone wanting information on this weekend may write to: 1975 Steam Weekend Program; West Virginia State Parks; State Capitol; Charleston, West Virginia 25305.

And that's the news from down Cass way.

WANTA PLAY WITH SOME REAL TRAINS? (another clipping from HORST BRUNS)

For those with a yen to become locomotive engineers, passenger-train conductors, or even gandy dancers, the Whitewater Valley Railroad, Inc., of Connersville, Ind., is offering free classes once a week for the next three months. If a student qualifies, he will be given a job—at no pay—on the nonprofit Whitewater Railroad, which began operating excursion trains last spring along 25 miles of leased Penn Central track in the scenic hills and valleys of southeastern Indiana.

The railroad owns three steam locomotives and one diesel unit, which are used to pull passenger cars loaded with tourists along the Whitewater Canal and through scenic Metamora. Paul W. Moffett, Jr., of Connersville, president of the railroad, says he hopes anyone interested in railroads as a hobby will enroll in the classes to be held in the railroad's station on State Highway 121 at the south edge of Connersville. He and other railroad buffs—also at no pay—will teach such subjects as the design and operation of air brakes, operation of steam and diesel locomoties, safety, signals, and other facets of railroading.

(by Lawrence S. Connor from the NATIONAL OBSERVER, week ending March 8, 1975)

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THE BARK PEELER

by DICK BARRETT

Get out those calendars, folks, and set aside Friday, May 2nd, for the Rochester Chapter's annual banquet. This year's banquet will be held at The Party House on Beahan Road. In addition to the customary good meal and the Chapter Store, we will have, by popular demand, a repeat appearance of Mr. Emery Goulash. Mr. Goulash has not yet decided on his program, but you can be sure that any Goulash presentation is an excellent program.

With spring on the horizon, we would ask all of our able-bodied members to set aside the Saturday following our monthly meetings for roof work at the depot. In the event of bad weather, each session will be postponed by one week. Even if you've never worked on a roof in your life and even if you, like me, wouldn't go up on a roof for all the tea in China, you can still be a real help to us all.

We also want to let our readers know THE ERIE LACKAWANNA STORY has finally arrived and will be available at the meeting. The regular retail price is \$30.00 plus \$2.10 tax, but our members' price is \$24.00 plus \$1.68 tax.

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JERRY HEININGER sent in some interesting items. One that I wish we could reproduce is a full page of photographs showing the collapse of the Niagara Falls bridge in February, 1938. However, here are some other clippings.

ST. REGIS PAPER PRESENTS TROUBLED RAILROAD AS GIFT - St. Regis Paper Co. wrapped up its gift of a railroad today and isn't apt to accept its return.

It's donating its Norwood & St. Lawrence Railroad---all 18 miles of it from Waddington, N.Y. on the St. Lawrence River to Norwood, N.Y.---to the Ogdensburg Bridge and Port Authority, which runs a toll bridge.

St. Regis' spokesman said the company bought the railroad some time back in the 1920s to haul pulpwood to its paper mill. But in recent years St. Regis' little line, like many larger ones in the Northeast, has had losses. It will have a loss of about \$75,000 for 1974, a touch more than the \$73,140 deficit in 1973.

The paper-packaging company still hasn't appraised the assets it's giving up, but at the end of 1973, the Norwood & St. Lawrence's two locomotives, road, shop and roundhouse had a \$783,073 value. It employs 15. The Interstate Commerce Commission authorized the transfer of owners last Nov. 21, effective today, under the condition that service to the towns that use the freight hauler wouldn't be interrupted. (from the WALL STREET JOURNAL of December 26, 1974)

And there was another item from a paper of unknown origin and date but in a column entitled "Roamin' with Brohmann" by A. Brohmann Roth:

Our Auburn reporter, Richard F. (Choo-choo) Palmer, a born railroad enthusiast, has turned out another book, BUTTER AND CHEESE EXPRESS on the history of the Auburn Branch of the New York and Oswego Midland Railroad, 1869-1891.

For those interested in early railroading this is a must. It sells for \$2.50 and can be obtained by writing Palmer at P.O. Box 397, Auburn, N.Y., 13021.

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Moving 1,000 tons one mile by truck requires 15.5 gallons of fuel and produces 7.5 pounds of pollutants as against rail requirements of 4.2 gallons of fuel and only 2.1 pounds of pollutants. (from RAILWAY LOCOMOTIVES AND CARS of 10/11/74)

Kalmbach Publishing Co. has donated another beautiful addition to our Chapter Library. WHEN THE STEAM RAILROADS ELECTRIFIED, by William D. Middleton, 439 pages, 790 photos, maps and drawings; \$30.00.

This, the last in Middleton's "traction trilogy," is a big and amazingly encyclopedic book.

Mere listing of some chapter titles serves to indicate the broad scope of this book: Electrics into Grand Central; New Haven's bold venture; Under the rivers to Manhattan; Conquering the Cascades; Electrifying the 5:15; The great Pennsy electrification; Mine haul and miscellaneous; Traction in Latin America. The work includes a chapter on the pioneering and invention of the electric motor and application to traction; one on the technology of electrification---an easy-to-understand exposition of the systems of A.C. and D.C., power generation and distribution; and one which in effect constitutes a glossary of electric-locomotion classification, power, drive systems (geared, gearless, geared quill, siderod, gear and siderod), electrical systems (D.C. locos, single-phase A.C., three-phase A.C., split-phase A.C., motor generator locos, rectifier locos), traction motors, braking systems, current collection (pantograph, third-rail shoe), and so on.

One cannot help but be impressed with the efficiency and performance of this means of power. Consider, for example, the S-class of the New York Central. The author reminds us that the prototype was built in 1904 and was not retired until it had served 61 years; that after 35 years fewer than half of them required rewinding of their original armatures; the entire fleet of 35 survived 50 years; as of today, seven of the breed still serve without plans to retire them, the oldest motive power in Class 1 service in North America.

There is a chapter which provides a synopsis of the roads which electrified and when, vital statistics, and a small map. Included is our own Erie's 34-mile stretch from Rochester to Mt. Morris, 1907-34. And there's a photo from the Library of Congress on p. 367 which shows a bee-hive of activity at Avon with electric junctioning with steam.

The author presents a case for the future of electrification, ably abetted in the Foreword by John W. Barriger III, the "high priest of U.S. railway electrification."

The volume contains just about everything the juice fan needs and wants to know about the subject. Even those of us not versed in nor particularly fans of this subject cannot help but be engrossed by the wealth of knowledge imparted in this book. We concur with the publisher's billing of this as the epic story of electric railroading. It rounds out the trilogy started by THE INTERURBAN ERA and THE TIME OF THE TROLLEY.

- C. M. Knoll

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AMTRAK GETS FIRST OF 26 NEW ELECTRICS

Late in 1974, General Electric began delivery of the first of 26 new high-horsepower electric locomotives to Amtrak (to replace GGL's). The E60GP units, which are capable of speeds to 120 mph with up to 10,000 hp available for short-time acceleration, are the first new electric passenger locomotives in the Northeast Corridor in over 30 years. They will be operated primarily between New York City and Washington, D.C., though they will also see service between Washington and New Haven, Conn. The 71-ft.-long units are based on the design of three Black Mesa & Lake Powell E60C locomotives which have been in unit coal train operation for over a year at the Navajo Generating Plant in Page, Ariz. (from RAILWAY AGE of January 13, 1975)

SOME MEMORIES FROM BLACKIE THE BOOMER

In the January issue of TRAINS there is an article about the Ann Arbor R.R. car ferry service. Coincidentally, this is about an incident at the ferry slip---the channel the ferry enters for loading and unloading its railroad cars---in Menominee, Michigan.

Being a rail for only three months and having little seniority, I was assigned to a really miserable job. In fact, it was the worst on the whole division---third trick waterfront delivery, a fawhide conductor, no place to eat or even get coffee and, worst of all, a straight-eight trick with no quit or overtime. Being the youngest man on the crew, I took the end.

There was no place to report in Menominee so we had to register at the depot in Marinette, Wisconsin, where there was an operator on duty. It was just over the state border. Seeing we had to use the main to run between the two cities, we needed tissue. I would pick up the orders from the conductor and take them to the round-house about two blocks away where the engine would be waiting on the ready track. After giving them to the engineer, we would proceed to the depot to pick up the rest of the crew and head for the yard to make up our train. Our most important work and hottest moves were those that were related to the Ann Arbor Ferry which came across Lake Michigan each day with cars from Frankfort, Michigan, in the lower part of the state.

This particular night happened to be extremely cold and snowy. After the train was made up, we had to shove it approximately three miles, and this meant going high to pass signals (riding on top of the cars). I remembered that shove for a long time as the waves were splashing the side of the train and the grab-irons were solid ice. I was soaked and had to climb down the other side of the car.

The procedure was to shove the train that was destined for the ferry into a spur track and then approach the ferry slip with just the engine and one or two idler cars. An idler was simply a car we used between the engine and the lead car on the ferry when we made the pull. This prevented the engine from actually going on the ferry. There were four tracks on board and they had to be loaded 2-3 and 1-4 to avoid excessive weight on either side. Due to the weather it was nearly 3:00 A.M. when we finally spotted the idler to await the ferry. We went into the shanty to warm up while the conductor called for a time report on the ferry. Because of the storm it wasn't expected until 4:00 A.M. We grabbed a hour's sleep and, when the ferry didn't arrive when it was supposed to, we called once again only to find out that they lost contact and were told to stand by.

By that time we had been out over five hours so the conductor told me to take the engine over for coal and water. When we had stopped the rear idler, an MT hopper was about five feet from the end of the rail. As I walked out of the shanty, the fireman was putting in a fire. I cut the idler off and blocked the wheel and climbed up in the engine. The engineer had been sleeping also. I told him we were going to Marinette for coal and water, and he mumbled something back to me. He knocked the independent off and grabbed a hunk. Then he realized there was something he forgot to do---reverse the engine. Now there was a hopper floating in Lake Michigan. It stayed afloat for about ten minutes and then sank.

If the ferry were to back into the steel hopper, it would suffer excessive damage and maybe even sink. Fortunately the Ann Arbor R.R. had just installed a new ship-to-shore phone system so the Harbormaster could simply call the captain to

inform him of the problem. He called and called, and called....and called. The system didn't work! All of a sudden we heard the ferry's whistle.

I've often wondered what our five-man crew looked like running like you-know-what carrying lighted fusees, making all kinds of signals and yelling our lungs out. We stopped the ferry two cars from the slipjoint and hopper, and they had to proceed to Manistique, 94 miles north, to unload.

C&NW, whom I was working for, had to get Navy divers from Great Lakes to lift the hopper. They never did find the trucks. The engineer received 50 brownies. During the investigation the trainmaster hauled the chief clerk over the coals. He discovered that I didn't know what a Book of Rules was and that I had been working three months without one. This is a cardinal sin on any railroad.

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The Federal Railroad Administration has asked the NRHS to assist in locating information for a lady looking for data on her grandfather. Her letter to the FRA is self-explanatory and is quoted herewith verbatim:

"I am writing this letter in the hope that you may be able to give me some information about my grandfather that I have been unable to find from other sources. I have been told that he was working for a railway company in his later years, so I hope that you will be able to tell me where that might have been.

"My maternal grandfather was Harvey Lee Machen who was born 17 April 1884 in Columbus, Texas, to Henry Sulzbaugh and Mary Evans "Matie" (Brower) Machen. He was living in Galesburg, Illinois in 1905 when he married my grandmother, Mary Jane Marshall, in Fort Cobb, Oklahoma. They lived in Oklahoma after their marriage. They parted when my mother was very young and the family lost sight of him. We were told that he had died about 1932 in Oregon, but there is no record of a death certificate in the Oregon State Health Division.

"In later years my mother was able to establish contact with her grandparents. Her grandfather, Henry S. Machen, was also a railroad man. He lived for many years in Galesburg, Illinois, and worked in several capacities for the railroad there. He died there in November 1946. I would be interested in obtaining a history of his employment, if that record is available.

"I would also be most interested in obtaining any information on my grandfather, Harvey Lee Machen, that is available. I need to know the date and place of his death or at least the location he lived in during the 1920s and 1930s.

"Needless to say, any help you can give me will be greatly appreciated."
(signed) VirJean Potter Bozarth.

If you would like to take on a new depth of rail historical service, here is a project tailor-made for research. If you should have any data or find anything relating to this request write to Henry S. Libby, Director-at-Large NRHS, 3112 Worthington Street N.W., Washington D.C. 20015, and he will see that the proper channels at the FRA receive the data. (from the NRHS NEWS EXTRA of February 1975)

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\$200.00 REWARD

On or about Dec. 6th, the bell and its hanger and frame were stolen from the Mexican engine at this Museum. A \$200.00 reward has been offered for information that will enable prosecution of the thieves and recovery of the bell. Anyone have any tips or information that may aid us? Some aspects of the incident have us feeling that we should continue to search for the culprits....

Contact: Colorado Railroad Museum, P.O. Box 641, Golden, Colorado 80401

We received a letter from member PHIL KUHL that's most interesting. Your editor will have his pictures at the March meeting for viewing.

"Bonjour! I'm studying in Paris this year.....

"This year has really been something else. I decided to treat myself and go Pullman from Needles, California, to New York by way of the SOUTHWEST LIMITED to Chicago and thence by the BROADWAY LIMITED. As a travelling companion on the run I had Archie Bunker! From New York I took the S.S. FRANCE on what turned out to be her last voyage. After that voyage I now truly regret not having been able to experience the age of the great ocean liners. Words truly cannot describe how wonderful that trip was.

"At the end of September I went to visit a friend in Dortmund, Germany. We had been writing for some time, exchanging information about German and American railroads. Although most of the German rail network, like the rest of western Europe, is electrified, there is still a portion or two operated by steam. To put it mildly, I went wild. Not only have I never seen anything like it in my entire life, but the railroad officials are extremely open and friendly. I was able to tramp through roundhouses and over, under and around live locomotives. I'm sending a few pictures to show you part of what I mean.Except for the last two, they were taken within the space of 2½ hours on September 28, 1974 at or outside Rheine in northwest Germany on the line to Norddeich.

- 1- About 9:30 a.m. the first train came by with empty coal cars from Emden and going to the mines in the Ruhr. It's regularly doubleheaded. The engines are a class 052, 2-10-0, and an 050, 2-8-2. As I recall, both are oil-fired as usually only oil burners are despatched from Rheine, where the train is headed.
- 2- An express passenger train soon followed and was five minutes late---a scandal as trains' lateness here is measured in seconds. Any time a train is more than two minutes late, the engineer must file a report explaining why. The locomotive is a diesel-hydraulic class 212, used for medium passenger or freight work. Diesels are not too popular, at least on the German Federal Railways, and plans are for more electrification to replace the diesels.
- 3- There is a local passenger train pulled by a class 012 Pacific. These oil burners are a variant of the 01 class built in the 1920s and are of the standard German express passenger type.
- 4- Then came a real treat. A coal-burning class 044 2-10-0 was despatched. There it is starting out past the passenger terminal. These engines were built in great quantities during WWII, and many went to France (class 150-X) as reparation.
- 5- The same engine as it passed.
- 6- Rheine is where electrification stops and steam starts. While waiting for the express passenger train to London, along came its engine, another class -12, from the servicing facility past the station. Note from the umbrella that it was pouring rain; but that didn't matter.
- 7- The same engine, at rest, waiting for the train.
- 8- The train came with this locomotive, whose class I can't remember. It is about fifty years old and is one of three left in Germany. The other two are in Munich, where the class originally started out.
- 9- This locomotive, a class 052, was the last steam locomotive delivered to the German Federal Railways. Today it's on the work train at Rheine. An engine is always kept under steam, coupled to a similar car as the one in the picture, full of equipment. It is ready to go on less than five minutes' notice. The engine is a typical freight engine.

10- The end of the traditional European buffers and chain couplings is coming. This is what will take its place. A few class 140 electrics (roughly the equivalent of the diesel 212) have been fitted with the new coupling for trials. It's even more automatic than in the U.S. as not only does it couple and act as a buffer, but it connects the air brake and train control hoses automatically. On these trial locomotives the old buffers are still in place so that they can be used in regular service if required. In the background is a class 110, one of the newest and fastest express passenger locomotives in Europe which regularly pulls trains at speeds up to 140 mph, cruising.

....Say hi to all in Rochester Chapter for me.

Philip J. Kuhl
Chez Mme. Denys de Courcel
19, Quai Malaguais
75006 Paris, France

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HORST BRUNS sent in the following clipping that fits right in here:

HOW TO SEE EUROPE FOR \$10 PER COUNTRY - Our new 2-week Eurailpass gives you unlimited First Class rail travel through 13 countries for only \$130.

Obviously, few people will attempt to see 13 countries in 14 days, yet you're free to do so if you wish. But even if you visit only two or three countries, Eurailpass represents a remarkable bargain in these days when every travel dollar counts.

100,000 miles of track carry you to cities, towns, and villages in Austria, Belgium, Denmark, France, Germany, Holland, Italy, Luxembourg, Norway, Portugal, Spain, Sweden and Switzerland. Our trains are fast (some over 100 mph), modern, frequent, clean, and punctual. And First Class on European trains is downright luxurious.

Compare the cost of Eurailpass with the cost of other ways of getting around Europe (especially automobile + gas + mileage + insurance + tax). You'll see you don't have to travel every day to make Eurailpass a bargain.

Our new two-week pass costs \$130. A three-week pass costs \$160. One month, \$200. Two months \$270. Three months, \$330. Children from 4 to 12 go half-price. Under 4, free. Full-time students under 26 can get our Student-Railpass. Unlimited Second Class travel for two months, \$180.

Important: You must buy Eurailpass here. It's not for sale in Europe. For more information, see your travel agent or send in....for a free folder, (specifying Eurailpass or Student-Railpass). The price of one trip could pay for all of Europe. Eurailpass, Dept. 245A-2056, Box 90, Bohemia, New York 11716

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DAVID MONTE VERDE sent in several items from RAILWAY AGE and MODERN RAILROADS.

ELECTRICS FOR PC - Two six-axle locomotives for Penn Central freight service are on the drawing boards at General Motors in LaGrange, Ill., but there's a big difference between them: The GM6C will have 6000 hp (diesel equivalent) on two three-axle trucks. The GM10B will have 10,000 hp (diesel equivalent) on three two-axle trucks and six ASEA traction motors.

Both locomotives will be suitable for heavy freight service but the GM10B will be available for high-speed freight operations. Truck assemblies for the GM10B closely follow designs developed in Europe to accommodate large frame-mounted DC motors with flexible drive to the axle via a quill shaft and rubber couplings. (from MODERN RAILROADS of January 1975)

THE NEW YORK MUSEUM OF TRANSPORTATION AT RIVERTON is proud to announce first to the Rochester Chapter the arrival of our latest acquisition, Philadelphia Transit Snow Sweeper 130. This 45-foot, 35-ton monster has taken its place alongside the other fine pieces of rail history in the Museum barn, located less than one mile from the Oatka Station. The Museum is open weekends, and all Chapter members are invited out to see the collection at any time. Curator/director of restoration Michael D. Storey will be on hand at all times to try to answer questions about the cars and the restoration project. Those wishing to call first may do so toll free from Rochester at 533-1113.

* * *

To accompany this kind invitation from Michael Storey, we have an article sent in by some kind soul, I believe BILL GORDON, from a Friday TIMES-UNION.

BUILDING A RAILROAD CALLED NOSTALGIA - by Mike Sherman

There's a legacy of Stanley Schwartz in an old barn in Rush.

Schwartz, a roofer with the defunct Jewett Car Co. of Newark, Ohio, helped build an old wooden trolley car. Sixty-three years ago April 7, he signed his name on a piece of poplar moulding which ran along the roof of the yellow-ochre body, between the terracotta window frames and the gleaming olive-green roof.

For two decades No. 107 carried passengers, sheltered in its splendid African mahogany interior, between Elmira, Corning and Waverly as part of the Elmira, Corning and Waverly Railway. That was one of those electrified interurban railways that fell to the automobile in the 1930s.

Then for years it was a summer cottage near Bath. That's when its oak floors began to decay, its iron undercarriage began to rust and its oak sides began to face and crack.

All that decay has been arrested, and No. 107, 60-feet long and 8 feet wide, rests on rusty rails, having its roof planed and sanded, its oak floor and beams replaced and its poplar moulding refitted.

Someday, perhaps someone will discover the signatures of 25-year-old Michael Storey, curator and restorer, of Vehicle Restorations Inc.

"I've engraved my name on the roof in a couple of places," said Storey. "Whenever I feel I've really accomplished something. I guess it's akin to carving your name on a tree."

Storey, whose face is partly swathed with a nappy beard, was hired three months ago by Henry M. Hamlin, Riverton vice president and partner in Vehicle Restorations, to oversee restoration of No. 107 and other trolley cars that will follow.

Hamlin and his chief partner, William Morris, special projects manager with the Rochester-Genesee Regional Transportation Authority, have spotted at least another nine New York State trolley cars they say they hope to buy in the future.

The idea is to restore all of them and create a transportation museum near Riverton, the new community in southwest Henrietta, Hamlin said. Hamlin's eyes gleam at the obvious contrast of old and new.

Hamlin and Storey said they foresee the probability of using restored trolley cars as transportation around the Riverton-Scottsville area. "I'd live to hook Riverton and Scottsville together," he said.

A lot depends on money, of course. Vehicle Restorations Inc., a corporation set up so it could apply for museum status with the state as well as to undertake the restorations, is funded from the pockets of Hamlin, his cousin, Steve, and Morris. There's a possibility, Hamlin said, of getting some grants in future to help the restoration.

Storey said you can buy an old trolley for as little as \$300—but in the end it may cost, as it will for No. 107, \$15,000 to restore it. Much of that is a

tax write-off through Vehicle Restorations, Hamlin said. And some of it could be made up when No. 107 starts rolling again on a mile track a year from now, taking railroad buffs, tourists and nostalgia freaks on rides.

"Our priority," said Hamlin, "is getting No. 107 operating by next spring so we can get some income from its operation."

But he stresses that the commercial aspect is "second" to the educational and historical aspects of creating a transportation museum.

No. 107 doesn't sit alone in that barn just south of Riverton's property. It's friend is a younger metal cousin, No. 157 of the New York State Railway, which used to run from Rochester to Geneva to Canandaigua.

Restoration hasn't begun on it yet, Storey said, because unlike No. 107, it has a trolley on one end. No. 107 has a trolley on each end and thus doesn't have to be turned around, important when you have only a mile of more-or-less straight track, said Storey.

For him, the challenge of No. 107 is restoring it accurately.

"When it was used as a cottage, this fellow (Storey calls the trolley fellow) suffered tremendously," he said.

"It's not so much nailing in a piece of wood as making sure you nail in the same kind that was there. You lose historical value if you alter it."

Storey said the moulding was of poplar for a reason: It had to take scores of nails to hold down the canvas roof covering; pine would have split.

And when he surveyed No. 107's interior (he found an old ticket stub), he knew the planking was wrong because "I know Jewett didn't build them that way."

(Jewett Car Co., which in its halcyon years of 1907 to 1911 could build 125 interurban cars in its 10-acre factory on the east side of the central Ohio town of Newark, folded in 1919, said Allen Milliken, vice president and general manager of the Newark Chamber of Commerce. The company employed 550 men then.)

Storey, wearing a \$222 Swiss hiking shirt from Nieman-Marcus in Dallas (he said he dressed up because he had a visitor), said he spent three weeks on the roof of No. 107, planing and sanding, often working 12 hours at a stretch.

His days begin around 9 and end anywhere from 6 to 10 p.m. But often during summer he'll come out at 5 and cook breakfast at dawn. And less often he'll quit after three or four hours if he's having a bad day.

He begins a restoration project by looking it over and clearing it out. He said he takes "copious notes," makes countless drawings and takes dozens of photographs. He looks for clues---clues to the paint color, for example---and checks with a plumb line and level to "see if the car is bowed out."

Then he looks at old photos showing the car as it was in service and reads the history of the railway.

Most of the materials he needs to restore No. 107 are accessible, he said. He's waiting now for a quotation on a special width of canvas. A millwright can supply special wood fittings, whose pattern is determined from templates.

Storey, who says he learned how to be a carpenter, plumber, electrician and mechanic in his childhood ("I had no money, so I taught myself to fix things"), says to do a good restoration "you have to like and be involved in what you're doing---you have to be proud of it."

As he pats "that fellow" on its oak sides, Storey sums up his role:

"I'm a part of the history of 107 the way Elmira and Jewett are."

And Stanley Schwartz.

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Thanks to WANDA KOSCIANSKI, who got last month's SEMAPHORE ready for mailing when your editor sprained a wrist, and to BOB ZIMMERMANN, who did the stencils for our Members' Survey and helped the cause.

A VACATION IN THE SUN

by MARK GELIMAN

My rail vacation began in Fort Lauderdale by working on the Gold Coast Steam Rail Road as a brakeman and spending about three hours firing up the steamer for the day's activities. The engine is #113, a Pacific built for the Florida East Coast in 1913 by the American Locomotive Company and has the working pressure of 150psi.

On the first trip of the day, which left the depot at 12:13 p.m., 13 minutes late, a child pulled the air on us by jumping up and grabbing the brake cord that was near his seat. For some reason the valve reset itself after the air was out. The conductor and four trainmen (including me) looked all over for the cause of the emergency stop. After a few minutes the father of the child asked why we stopped in the middle of a crossing. After we told him, he said that just before the train had stopped his son had pulled the yellow brake valve and asked if that had anything to do with it.

After the day at the Gold Coast, I took the FLORIDIAN to West Palm Beach, where I was staying. The consist was a new FP45, a 10-6 sleeper, diner, lounge 3329, an ex-Wabash dome coach #9560, an ex-F.E.C. coach, baggage-dorm, and a baggage car used for the U.S. mail. The train was running on time, which I was told was normal for the northbound in this area. The southbound runs anywhere from on time to four hours late from Chicago.

On the following Saturday, December 28th, I joined a fellow railfan, Rick Neuman from West Palm Beach, to Miami on the FLORIDIAN southbound. It was running two and a half hours late with no air-conditioning in any of the cars although they were about 80° inside. The consist, which was a little longer because of two head-head cars on the head end, was FP45-635, #2695 10-6 sleeper, #4416 44-seat coach, #2255 11DBR, diner, ex-UP lounge #3370, a dome coach, standard coach, baggage-dorm, and a baggage car.

We met the SILVER METEOR just south of the West Palm Beach Station, and continued down to Miami with no problems except for the air conditioning. After some picture taking in the Miami station, Rick and I took the MIAMIAN back to West Palm Beach, arriving on time. The train had 11 cars with two FP45's on the head end.

Rick and I spent the night in Boca Raton and got up early the next morning to see the southbound FLORIDIAN, which was on time, and the northbound METEOR. We arrived at the DelRay Beach station four minutes too late to see the METEOR so we waited for #93 which was due in five minutes. It had two domes, one of which was still in the Great Northern blue paint but with an Amtrak number plate on the outside.

Later that morning we headed down to the Gold Coast for an afternoon of rail-roading. The afternoon went smoothly and soon I was ready to catch the northbound FLORIDIAN again. The train had a FP45 and an old "F" unit on the head end.

On January 4th I went down to the Gold Coast to help out on train maintenance. While there, I washed down the Presidential Pullman "Ferdinand Magellan" and the 136, which is an ex-F.E.C. coach that is used on the train every Sunday.

This is how I ended my winter rail vacation in Florida. If you get down to the Fort Lauderdale area, be sure to visit the Gold Coast Rail Road.

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YOU AND THE NRHS

The following is from the Miami Chapter newsletter THE SOUTHERN SPIKE for your chewing and digesting:

Mr. Pardee delved into a "condition-of-the-mind" syndrome which seems to exist these days between certain chapters and/or individuals and the National office. It seems to be a question of "what does the National NRHS group do for me" type of thing. Mr. Pardee very eloquently described the relationship of Chapter to National, i.e.; National maintains a membership roster, over-sees conventions, publishes THE BULLETIN, and holds a very admirable position with the upper echelon of the American railroads. At Chapter level it is almost an individual thing. "What do you want to do?" Many Chapters are nothing more than a bunch of railfans. Interests are about as diversified as the splitting of the atom, but they gather in common bond---TRAINS and TRACKS. This is done historically, contemporarily and futuristically. Everything fits, everyone does his own thing with a common ground of the NRHS and the Chapters thereof. It likewise appears that the individuals who demand something from NRHS National are the people who eventually agree that it lies within themselves to "make it go." (from the NRHS NEWS EXTRA of February 1975)

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Chapter members visiting Toronto may be interested in the following information supplied by Buffalo Chapter member Jack Weber. The Toronto Transit Commission issues a SUNDAY OR HOLIDAY PASS, for only \$1.00, which is good for unlimited travel on all regular TTC routes within Metropolitan Toronto between 5:00 A.M. on the date of issue and 2:00 A.M. the following day. The passes are issued for all Sundays and holidays, except Labour Day, and are valid for two adults, or two adults and three children, or one adult and four children. This is a real buy for any "juice" fan visiting Toronto on a Sunday or holiday.
(from Buffalo Chapter's EMPIRE STATE EXPRESS of February 1975)

GET PERMISSION - It's a courtesy, and it might keep you out of jail! Your editor was taping some C&NW Alco's when Butler's most efficient R.R. police descended upon him demanding identification, etc., and reminding him of need to ask permission. Butler people have been firm but friendly in the past; asking permission is without doubt a simple act of courtesy---and prudence---on our part. We pass it on.
(from Wisconsin Chapter's SPARKS & CINDERS of March 1975)

Hopefully next month we'll have more information on the AMERICAN FREEDOM TRAIN touring the country as part of the Bi-Centennial celebration. According to a tentative schedule, the train will make only two stops in New York State this year, and we are one of the lucky cities. The train will visit Albany on April 6th on its way to the New England capitols. From Boston, the train is coming right to Rochester on May 7th, with its next stop in Cleveland on May 14th. We'll keep you posted.

NO TAX DOLLARS - That's the biggest line of print showing in the photo of a trackside highway sign with track crews and equipment on the job in the background. The rest of the sign reads: (NO TAX DOLLARS) ARE AT WORK ON THIS PROJECT. PART OF OUR \$250 MILLION 1974 ROAD IMPROVEMENT PROGRAM (with the name and logo of the Burlington Northern). The caption of the photo is: Why didn't someone think of this long ago? Burlington Northern put this sign along a track project southwest of Spokane. It's an effective method of highlighting the story of progress by railroads.

Next Month: Historical items from our No. 1 member Dr. Charles F. H. Allen.