

the SEMAPHORE

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DECEMBER ISSUE

Meeting: December 19, 1982

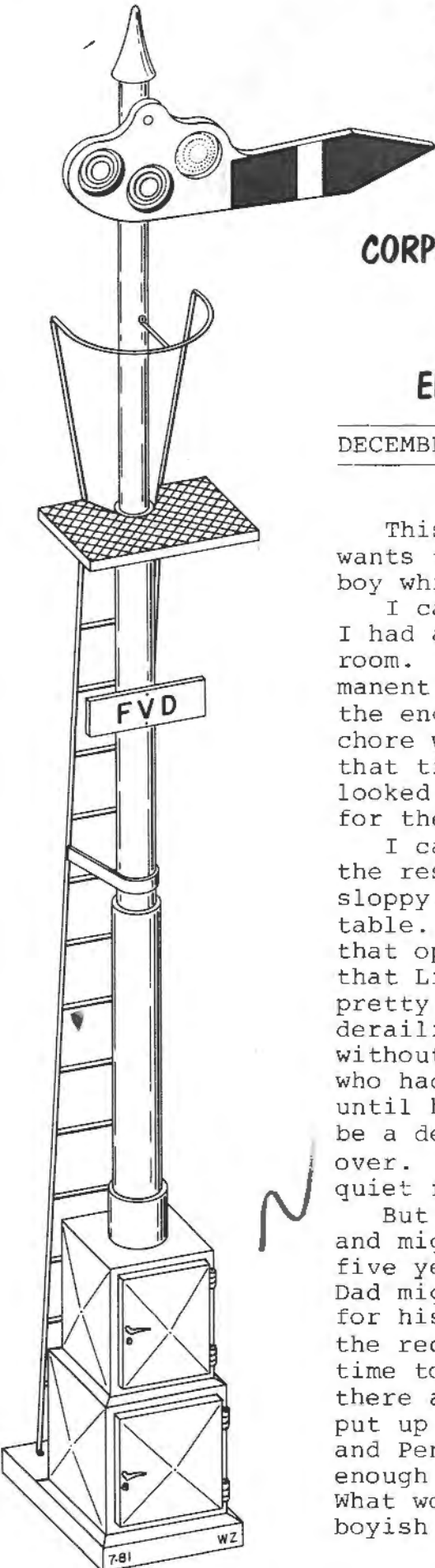
CHRISTMAS' PAST by Roderick (Rod) Lach

This is the time of season where the man inside me wants to forget the holiday and deep inside is the little boy which comes out for a short time.

I can remember Christmas meant more time with the layout. I had a Lionel train set that took over most of the attic room. It had taken a few months to set it up for a permanent operation. The worst part was maintenance to keep the engines and the accessories operating. The other dirty chore was cleaning and lubricating the rolling stock. By that time, you were not up to operate the road. You just looked at it and then a few minutes later, called it quits for the night.

I can remember all the soldering experience I had and the resulting rat's nests that were created. Sure it was sloppy, but it impressed everyone who looked under the table. I never did calculate the power consumption of that operation. It required two of the largest transformers that Lionel made. The number of layout lights kept the room pretty well lit for the night operations. The automatic derailing switches were impressive for throwing the points without manual intervention. I remember one of my friends who had only the manual switches and never saw the automatic until he saw my layout. He thought that there was going to be a derailment for every unthrown switch the train passed over. But he observed after a few frantic moments and was quiet for the remaining operation.

But that was years ago. The layout is now mothballed and might be on the selling block soon since it came down five years ago and has not seen operations since then. But Dad might pick up the layout after twenty years and have it for his own since he has a house and I don't. Thanks to the recession, he will have the holidays off finally and time to work on the layout. And I was thinking, since there are Christmas tree decoration parties, why can't we put up the layout with a few people and let those Berkshires and Pennsylvania turbines roll again? It would be good enough to have the train go through the middle of the house. What would Mom say when she lost the house to the two boyish rail buffs--father and son??



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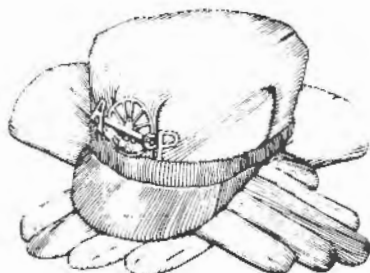
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The Fox Valley Division will finish the year 1982 on a good note. The division is financially sound and work is progressing rapidly on our railroad. But the end of the year is the time to look to the coming year and set the goals which the division should accomplish in 1983. Our first goal will be to continue to bring model railroaders together to share experiences and to learn new skills. Our second goal will be to complete the first six sections of the Fox Valley Railroad. The third goal is to put on the biggest and best model railroad show in the area.

To accomplish all of the above goals, participation by our membership in the meetings and as officers and volunteers at this show is essential. The old proverb is still true that a lot of work divided among a lot of people means smaller pieces per person where as if a small number of people will do a lot of work we soon burn out our volunteer and the programs will start to decay.

We would like to thank Ron Frasen for his presentation on wiring which was done in the November meeting. The progress report on the Fox Valley Railroad which was accomplished at that meeting can be read in John Acker's progress report.

I would like to tell you a little story I ran across and that was the great pigeon race. The story started on Friday afternoon May 28, 1937, when the Milwaukee Road started or initiated the Chippewa train #21 and #14. As the train left Chicago on its way to Iron Mountain it passed through Milwaukee and Greenbay. As the train left Milwaukee, Homing Pigeons were released to see if the train would beat them on the trip to Greenbay. Train #21 reach Greenbay on time at 5:04 pm and the first pigeons got there fifteen minutes later. How times have changed. I would like to wish a very happy holiday season to you and your families from myself and the Board of Directors.

(Smoking is hazardous to your health, look what it did to steam engines.)

SUPPORT YOUR DIVISION

FOX VALLEY RAILROAD PROGRESS REPORT...

November 22, 1982

By John N. Acker

The Fox Valley Railroad is off to a fine start, as everyone who attended November's Division Meeting can attest to.

Group "A," headed by Don Byrnes, had completed the hand-laid trackwork on the Crystal Lake Junction and Crystal Lake North sections and the electrical committee installed rail feeders and cut gaps during the workshop portion of the meeting.

Group "B," led by Tom Casper, fixtured ties for turnouts and track, then glued them into their finished positions on Elgin Junction and Lower Elgin. Completing that, they began to lay code 70 rail in Elgin Junction.

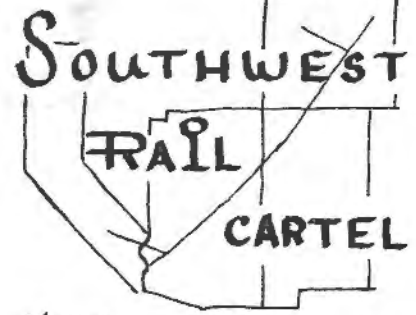
Group "C," headed by Yours Truly, fit Carpentersville North and South to the other sections and erected subroadbed plywood and homasote on Carpentersville South. Ties were then fixtured and installed for some of the trackwork.

Overall, the project is on schedule and our first train should run in January.

We are pleased to announce that Mike Hurlburt will be the Section Manager for Carpentersville North. Although he is new to H.O., he is anxious to grow in the hobby and recognizes that "getting involved" is the best way to learn. We still need additional section managers to share the double section load that Don Byrnes and Tom Casper are currently bearing. Take time to re-read the original Fox Valley Railroad description, and if your skills and time will allow you to become a section manager, please contact Jim Otis, Don Byrnes, Tom Casper or myself. It should be apparent to all by now that the F.V.R.R. committees and leaders have the motivation and the abilities to make this project a fine expression of our division's talents, so rise up out of your armchairs and get involved!



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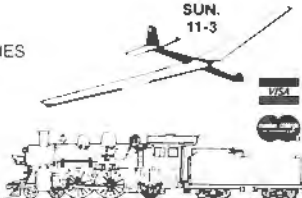
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THUR.-FRI.

10-9

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11-3



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EDITOR



CHRISTMAS--TRAIN SETS--KIDS

A Special Editorial

These three elements go together like ham and eggs. Again at this time of the year, we, as Model Railroaders, are sure to become fountains of knowledge to our friends and neighbors. Why?? Because they would like to get their children started in Model Railroading.

When they ask for your help, give them the straight answers. Or better yet--in conjunction with your help, have them read the articles in the December Issue, 1982, of Model Railroader on "Questions for Christmas," "Build a Lionel Layout for Christmas Morning" and "Buying a Train Set." These are well written, informative and, above all, impartial.

We want these children to know that Model Railroading is really F U N. We want them to espouse the hobby in their teens, and to perpetuate it in later years.

We're only going to accomplish this by starting them off on the right foot.

John

NOTE

NOTE

FOR RAILROAD RESEARCHERS

Looking for books and research material on Railroadiana and Transportation???

Pay a visit to the Owen Davies Bookseller at 1214 North LaSalle (phone: 642-6697). The shop is recognized as one of the best in the country.



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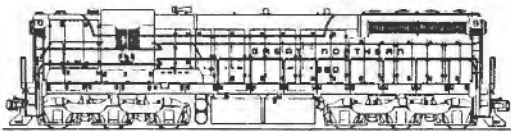
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NEVADA SHORT LINE

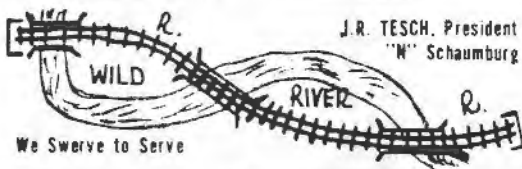
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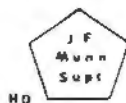
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Gateway
To The
South



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HISTORY

By
Roger Ekholm
and
Alex McCornack

The Galena & Chicago Union Railroad because of its charter date of January 10, 1836, is considered to be the "seed" of the present day Chicago & Northwestern Railroad. A little over ten years after the charter was granted, September, 1847, a surveyor was employed at \$2.50 per day to locate the line from Chicago to the Fox River in Illinois. This was the first step to have a railroad constructed since a brief attempt at a survey in 1847.

The main line was completed to Elgin, forty-two miles from Chicago, on January 22, 1850. This portion of the road was laid with strap-iron rail. By 1853, this had been replaced with T-iron rail.

The portion of the present day Chicago & Northwestern Railroad from Elgin, Dundee, Carpentersville, Algonquin, Crystal Lake and on to Lake Geneva began life on June 18, 1852, as the Fox River Valley Railroad. The road was to start at Elgin and run to the Illinois-Wisconsin state line, a distance of thirty-two miles. It was to connect with the Wisconsin Central which had built about ten miles of strap-rail railroad north of the state line.

The Fox River Valley Railroad went bankrupt and the Galena & Chicago Union Railroad took over the operation while in bankruptcy. The Fox River Valley Railroad was bought November 10, 1858, and the purchasers formed the Elgin State Line Railroad Company on February 12, 1859.

The State Line & Union Railroad, a Wisconsin chartered railroad, was consolidated with the Elgin & State Line Railroad on October 8, 1880.

The St. Charles Railroad was consolidated with the Elgin & State Line Railroad on January 8, 1881.

In 1847, the Galena & Chicago Union Railroad visited Janesville and other places in Wisconsin to solicit aid in building its projected lines. Immediately, a group of Wisconsin residents formed "a body corporate by the name of the Madison & Beloit Railroad Company," "with authority to construct a railroad from Beloit in Rock County to the Village of Janesville and thence to Madison in the County of Dane." Several amendments in 1850 allowed them to extend "to any point on the Wisconsin River" and also "extend from Janesville to Lake Winnebago."

The name was changed to the Rock River Valley Railroad and under this name was consolidated in 1855 with the Illinois & Wisconsin Railroad.

This consolidation took on the name and formed the Chicago, St. Paul & Fond du Lac Railroad Company and covered the whole line from Chicago to Fond du Lac.

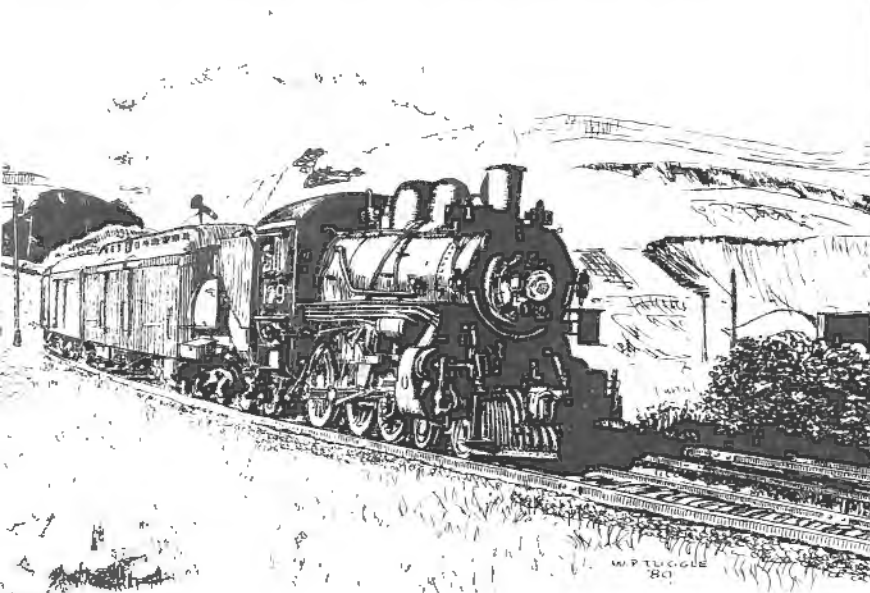
The panic of 1857 put a halt to most all railroad building in the country, including the Chicago, St. Paul & Fond du Lac.

On June 6, 1859, a new company was organized under the name of Chicago & Northwestern Railroad Company. This new company purchased under foreclosure all the franchises and rights of the Chicago, St. Paul & Fond du Lac Railroad.

This was the first legal use of the name and title of the Chicago & Northwestern Railroad Company.

The Galena & Chicago Union Railroad was consolidated with the Chicago & Northwestern Railroad in 1864.

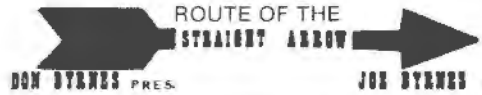
Information Source: YESTERDAY AND TODAY-- A HISTORY OF THE CHICAGO & NORTHWESTERN RAILWAY SYSTEM, Third Edition, 1910.



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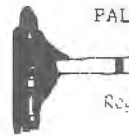
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Paymaster's Report

November 1982

Cash Balance 10-31-82 \$2,059.65

Income:

Company Store Sales	\$74.50	
Coffee & Pop	<u>18.60</u>	
		93.10

Expenses:

Fox Valley RR Materials	\$134.82	
Christmas Part Expense	50.00	
Liability Insurance	126.00	
Semaphore Printing & Postage	<u>44.87</u>	
		355.69

Cash Balance 11-30-82 \$1,797.06



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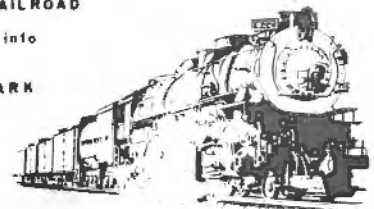
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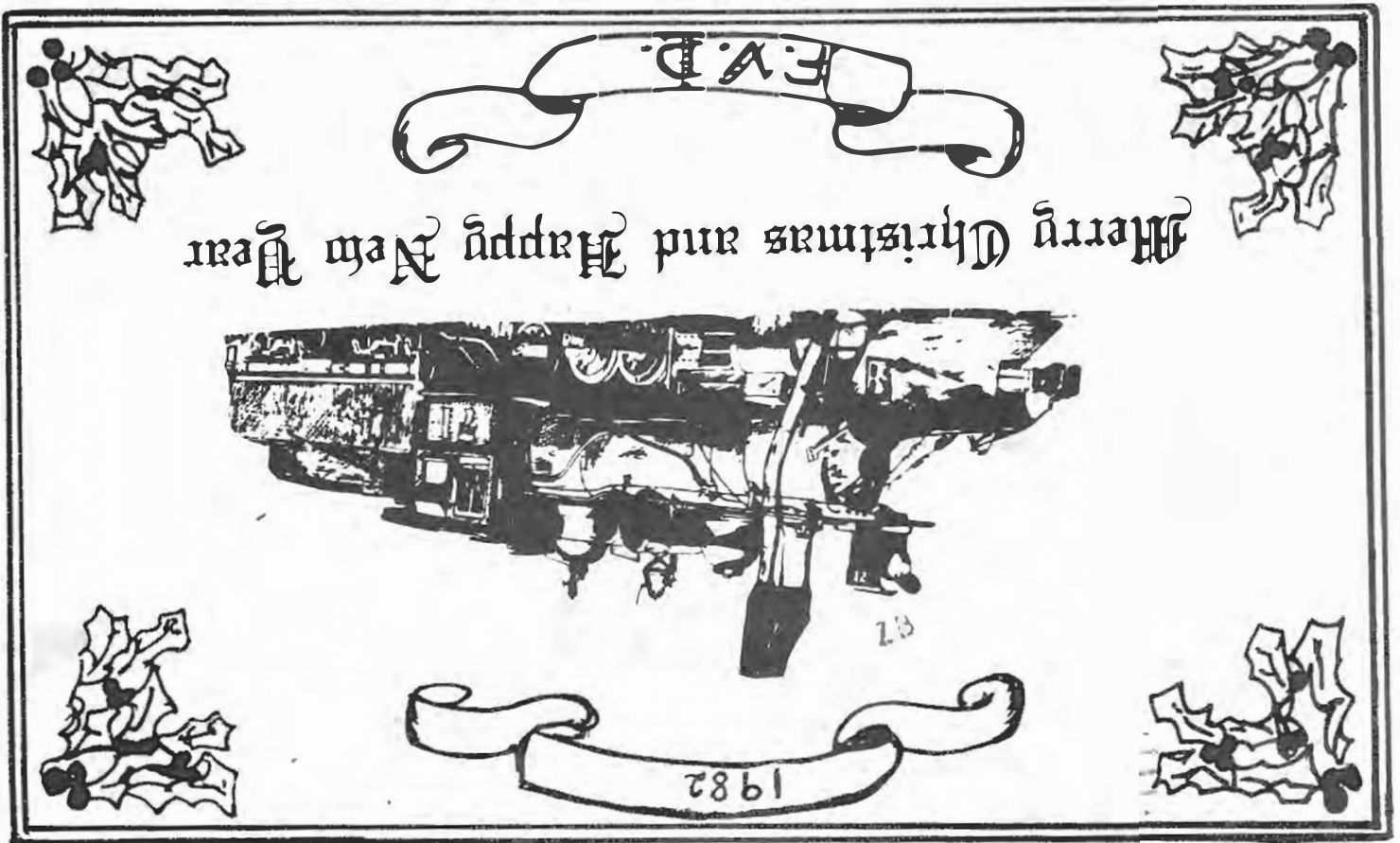
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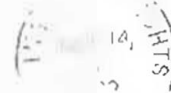
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