

# THE SEMAPHORE

ROCHESTER CHAPTER

N. R. H. S.

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Vol. XII

March 1970

Vol. 1  
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MARCH MEETING will be held on Thursday March 19, at 8:00 PM sharp at the Chapter meeting room at 49 South Ave Rochester, N.Y. On the agenda for the meeting will be a discussion over the proposed constitution that was read at the last meeting and was sent to the members last week. A progress report on the prospects of getting a 'real' railroad station as our new quarters. Further discussion about a proposed railfan excursion sponsored by our chapter as well as other interesting subjects for discussion. Those who missed the last meeting missed an important one, so do not miss out this time. After the meeting a 16mm film on the Alaska R.R. will be shown as well as a slide program from our N.R.H.S. library on Baltimore and Washington area trolleys. It will be a swell night so don't miss it.

FEBRUARY MEETING Meeting was called to order at 8:10 PM by President Hott. First item up for discussion was the thought of reimplementing the practice of having a name badge for each member as well as guests at the monthly meetings and on trips. Discussion was set aside until next meeting when some examples and prices could be discussed before a decision could be made.

Our banquet will be on May 1 at the Carriage House, 525 Paul Rd., Chili. The banquet which will be on a Friday night will have a menu consisting of Ham, Roast Beef, Vegetables, Potatoes, German potato salad, jello salad, etc. The motion was made, seconded, and carried that a charge of \$5.00 per person be charged in an attempt to let the banquet be self-sustaining instead of the losses incurred in the past.

As we are constituted as an educational, historical, and heritage organization an attempt is being made by a committee of V.P. Pete Gores, Pres. Gerry Hott, Cal Bulman, Hank Pape and Rand Warner

to obtain a railroad station in our area for display of what books, materials, and etc. as well as a meeting place in a building owned by the chapter on a permanent basis. It was noted that the station need not be used for a meeting place if it is located too far from the downtown area but used as a museum and storage area as is done in Syracuse. It is felt that now is the time for such a project since we will soon be evicted from our present quarters and that such a project would give the organization the needed impetus towards more activity. Also if we do not do something soon no stations will be available.

Several locations have been suggested B&O's Caledonia-Mumford station as well as their Scottsville station. Both buildings are brick with the Mumford one having a tile roof. The railroad has already said we could have the Mumford station but that it would have to be moved off the right-of-way which it is half on. It looks like the most likely one if the right-of-way problem could be surmounted. The Honeoye Falls station is also available but the price tag is about \$4000.00. Webster and Industry are also under consideration. All these stations are far enough away from the central part of the city that they are not likely to be victims of urban renewal, vandalism or new highways. This project would be on our own and not with our neighbor the Kodak City Model RR Club. The motion was made, seconded, and passed that the group looking into this matter continue their work.

President Hott read the proposed amendments and additions to the chapters constitution. Copies should be mailed to each member so they can be voted on at the March meeting.

To save time the reading of the minutes of the January meeting were suspended with. Greg Sullivan gave the treasurer's report- 48 membership renewals so far, many more to go, so let's get them in. Thirty-nine members and guests attended this meeting and a good time was had by all. Meeting adjourned 9:20 PM

Following the meeting Greg Sullivan presented an excellent selection of movies of his mid-western and western trip last year. Many unknown tourist roads were shown plus a one on the famous narrow gauge 'Silverton' trip.

Respectfully submitted

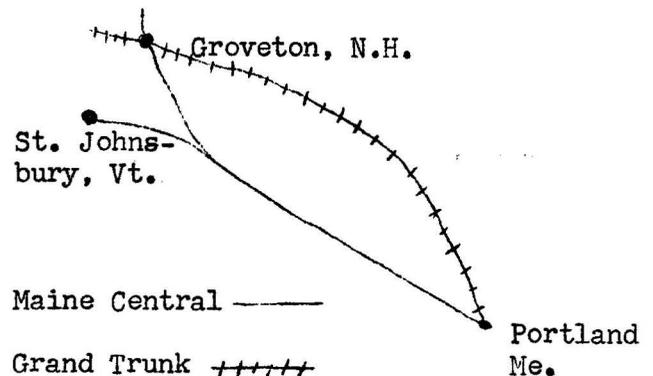
Leon D. Arras, Sec.

### THE BARK PEELER

BY Dick Barrett

#### New England News Notes

Rumors out of Maine are that the Maine Central which has come on bad times is seriously considering ripping up the Mountain Division and using Grand Trunk trackage to Groveton for its St. Johnsbury traffic. As part of this package Portland Terminal (A Maine Central subsidiary) would take over operation of GT's India St. yard in Portland.



## Boston's M.B.T.A. - Plans for 1970

1. Purchase of 100 new air-conditioned buses.
2. Equip 92 Cambridge-Dorchester rapid transit cars with cab signalling for automatic operation.
3. Modernization of eight more stations
4. Preparation of specifications for new street cars to replace the aging fleet of PCC trolleys
5. Putting the new rapid transit cars for the South Shore extension into service.
6. Receipt of a \$50 million grant to complete the Haymarket North rapid transit extension

Seashore Trolley Museum this winter has been able to provide cover for 61 cars (Up from 53 last year)

## Passenger Trains

From the Wall Street Journal, February 16, 1970- The California Zephyr will within five days become a three times weekly train between Denver and San Francisco. With the Southern Pacific segment of the City of San Francisco also becoming three times weekly. Within thirty days Western Pacific will be allowed to completely drop its segment of the Zephyr, and a connection will be made between the Rio Grande and Southern Pacific for thru service to San Francisco. As bad as this is, this is only a temporary solution until October 15, 1970. The ICC has called on Government planners to decide the fate of rail passenger service.

Last run of the Afternoon Hiawatha was on January 23, 1970.

The U.P.'s Portland Rose is now a mixed train east of Denver without a name and with a two hour longer run.

From the Rochester Times-Union, March 4, 1970- Although denied by Penn-Central's public relations Dept., it was reported that Penn Central soon plans to seek government permission to end nearly all passenger service west of Harrisburg, PA. and west of Buffalo, N.Y. In all 52 trains would face extinction, including the Broadway Limited, The South Wind and the remnants of the Twentieth Century Limited.

If you believe in the future of the passenger train; if you use passenger trains write your Senator and Representative as suggested in the January Semaphore.

Caboose

## THE GOVERNOR'S LOUNGE

Due to the length of this article it will be written in two installments

## A Ride On The Razorback

'RAZORBACK' Yes Sir there is such a train running and if I say that it is mainly for piggyback traffic and if you are a keen observer of piggyback equipment it should come right to you. You have seen the emblem 'Razorback-rainin to go' on Seaboard Air Line piggyback trailers. Now that it is Seaboard Coast Line the Razorback advertising may disappear but not the train for it is the one and only piggy-

back service between New York and Jacksonville with a cut off at Hamlet, N.C. for New York-Atlanta service to compete with the Southern Railway. The Southern is solid New York-Atlanta and New Orleans with cut off cars at Atlanta for Jacksonville. The Razorback is some 11 hours faster than Southern to Jacksonville but 3 hours longer than Southern into Atlanta.

The Razorback leaves New York about 9 PM with pickups at Philly and Baltimore, cut ins at Washington for Atlanta and is due in Raleigh, N.C. at 10 AM and Hamlet, NC at 1 PM. I rode her Raleigh to Hamlet the day of the first World Series game against Boston in 1968. It is 99 miles from Raleigh to Hamlet, through passenger trains make the trip in 125 minutes as against 180 minutes for the Razorback, however the Razorback has to make a twenty minute inspection stop at Raleigh thus making the trip in only 160 minutes.

I did not ask to ride the Razorback but I have been going down into that section of North Carolina for five (5) years now and evidently made some pretty good contacts for I was asked if I cared to ride the engine cab of some train and it turned out to be the Razorback.

The messenger introduced me to the crew caller and we passed the time until the fireman showed up and got the message from the Trainmaster to let me ride the cab of the second unit on the RAZORBACK. One more cab ride with out signing a release. Twenty minutes to the good, the yardmaster hollered over the radio, "Razorback for 6, no work, get her rolling." By no work he meant there was no switching to be done on the train so to proceed with the inspection which would last for twenty (20) minutes. I mentioned 'fireman' earlier, well there are only fireman on the passenger trains and on flat yard switching assignments on SCL. In this case the 'fireman', is the headend brakeman, the middle or swing brakeman does all the work with the aid of a walkie talkie and the conductor rides the caboose with a walkie talkie handy and the caboose radio. Our swing brakeman on this trip was fortunate, he didn't have to leave the cab of the 3rd diesel once during the 99 miles for we did not stop once, although a swing brakeman on a local freight works like a dog.

On the way up to the headend we passed the car inspectors about one third up the train. There we met the engineer and the swing brakeman, I never did meet the conductor. As it was the engineer was the friendliest of the crew. There were the three diesels, 1655, 1652 and 1651. 1655 was the lead, 1652 I rode and the swing man in 1651. All were EMD GP-40's equipped with cab signals and Wabco 3R solid state radios. Now the track we were to follow is CTC equipped and under complete control of the dispatcher with radio to the agents, engineer and conductor, and the DS is absolute boss, second only to the most complicated signal system I have ever noted on any railroad. There is no mistaking a signal indication and at crossing turnouts at the end of double trackage there are signal bridges with every type of signal that can be imagined plus single indication wayside masts, with a small lense for 'call on signal' to indicate to sectionmen, signal maintainers, and train crew to call the dispatcher. The wayside signals are cab high and at night must nearly blind crew members, but to this observer the most beautiful and colorful signals on any railroad. To see a signal bridge at night with something in the block is a thing of beauty. Very few dwarf signals, in fact a most noticeable absence of them even at points like Apex, Sanford, Southern Pines or Aberdeen.

A most beautiful right of way, 140 lb. rail laid in rock ballast on a base of coarse gravel with pathways alongside, the rail at least two feet above pathway, a most beautiful sight, puts the Penn Central to shame and only the old DL&W might be compared with it. I had always known Seaboard was much admired by RR MofW officials during the past but it was only five years ago that I could see for myself the truth of the matter. A single line with 2 to 8 mile long sidings were needed wandering up

and down the landscape in gentle grades with only cuts and fills to maintain those gentle grades. Now only handling about 10 trains each way a day I remember the first year the agent at Southern Pines showed me 41 trains by in 24 hours that he and the operators logged before the merger and the demise of so many passenger trains. Once 9 passenger trains each way in 24 hours there are now three each way, and every 6 months or so, another passenger train has been allowed discontinuance by the ICC.

Aboard the 1652, all to myself, I was soon conscious of what a fine radio setup that was installed, makes Penn Central all static. I had been told not to touch anything, so I kept an eye on gauges, cab signals and locomotive performance dials. Officially train 285, the engineer gave the dispatcher his unit number when he asked for permission to have the railroad after car inspection was over. Due out at 10 AM he asked for permission at 9:53 AM. Given permission he put those 3 units to work and moved that train out of the curved yard onto the main line and over several crossings and we were headed west on double track. Believe you me we had one fine artist at the throttle. Steady roar and we were soon up to 40 and than out of Raleigh and more roar and the speedometer rose to over 55. No jerk, no jump, no sway with the radio coming in loud and clear, what a beautiful job.

As we approached Cary and the end of double track diesel 566 rolled by, with Train #4 right on the dot and to be discontinued at the end of daylight savings time. Due to the roar and wind I choose to close the cab windows in order to listen to the fascinating radio talk, and as we approached Cary, which I had visited before. I looked for the abandoned right of way of the Southern from the north to meet the SAL quite some time ago at Cary.

Now we were approaching the end of double track west of Cary and for the first time the brakes went on, not only for the reverse curve but the bridge over the Neuse River, which is quite a structure, and very photogenic. Over the bridge and up a long, long grade to the west we were leaving the populated areas so to speak. We had been paralleling or crossing over US #1 since leaving Raleigh, but now old US-1 was a half mile north of us and the new by-pass route of present US-1 was south of us in the wooded areas. So we opened up and those units really roared, closing the windows again I paid a great deal of attention to the radio conversation learning that 362 was now clear of the SCL (at Apex our next station) and 859 had left Apex and was proceeding to New Hill. "859" turned out to be the Raleigh-Pittsboro- Sanford Turn or local freight.

By the time we had covered the 8 miles to Apex and the diesels were at a quieter, steady pace. We were doing nearly 55 which seemed to be our engineers objective and I looked back to the vans trailing behind on many occasions and they were riding very smoothly, but mostly I kept my eyes ahead at the beautiful trackage and more beautiful signalling. As we approached Apex there was the usual signal bridge but this time the masts were to our left indicating the masts were doing double duty, and were they lit up. Low yellow for house track, middle yellow for reverse move and high green for straight through. Once again the engineer tied down the whistle and while not as beautiful a sound as heard far from the train it was still beautiful. He had the artistic touch on the whistle handle and I meant to ask him later if he had ever pulled passenger through Southern Pines at night, because at 85 MPH, and down to a speed of 45 for the reverse curve at the north end of town you had to be an artist for the 17 grade crossings, not only with the air but with these beautiful diesel horns.

Through Apex at at least 50 we saw the Durham & Southern train leaving town southbound with what must have been the 362, no mistaking a Baldwin. And you camera fans, know how scarce Baldwin's are getting.

To be continued next month.

## THE HOTT BOX

### AMENDMENTS

Well, we finally made it! I trust that all you "Members in Good Standing" have received a copy of the proposed amendments to the Chapter's Constitution and By-Laws. We will be voting on them at the March meeting. It is hoped that these changes and additions can be adopted in total. My thanks again to Harold Caulkins, Rand Warner, and Pete Gores for their efforts in developing these proposals. If approved, we will implement these changes as soon as possible. Actually, more changes may be imminent. It seems that the best way to get an exemption from the State sales tax is to first get a tax deductible status under the regulations of the Internal Revenue Service, and to get that we should "Incorporate" the Chapter as a non-profit, educational organization (the same as the national N.R.H.S.), so---.

We have asked our Treasurer to provide us with an up-to-date list of members in good standing at the coming meeting, i.e., members who have paid their 1970 dues. Only these people will have the right to vote upon the proposed amendments. If you have not yet paid your 1970 dues, please do so at the March meeting so that your name will be included in the national N.R.H.S. roster to be published later in the year.

The turn out at the February meeting was very gratifying--especially the fifteen guests including four ladies! We hope to see them all back again at the March meeting and at the Banquet.

### PROGRESS (?) REPORT

Another encouraging response to our Fall trip proposal has been received, this time from the Corning Chamber of Commerce.

Several more depots have been investigated, some in good shape, others not so good. (We may have some slides to show at the March meeting.) We have some very influential people in our corner in this project.

### RAILROAD MAPS

Anyone interested in an excellent map showing the railroads of the state of New York may obtain one free by writing to: STATE OF NEW YORK, Department of Commerce, 112 State Street, Albany, N. Y. 12208 and asking for the "Physical Map of the State."

If you want the whole continental United States, send \$2.00 to: ARMY MAP SERVICE, Corps of Engineers, Washington, D. C. and ask for the four railroad maps of the United States, series 8204.

Harold Caulkins writes from Florida that he will probably be back in time for the April meeting.

## TANTALIZING TIDBITS

Transportation Sec. John Volpe predicted at a National Safety Congress in Chicago last fall that U.S. travelers can expect vast improvements in railroad passenger service within the next five years. He said they can also expect, within ten years, air-cushion passenger trains operating from coast to coast in just twelve hours. In view of Penn Central's announced desire the first week of March to discontinue almost all passenger service west of Albany, with no through service to Chicago, we hope Mr. Volpe's department is taking appropriate action.

Penn Central has increased the incoming phone lines at New York's Pennsylvania Station from 60 to 200 because of Metroliner calls. Having waited forty-seven rings on one occasion this past month and an uncounted eleven minutes worth of rings on another, they should consider similar action at Grand Central Terminal, where our Rochester calls wind up. I have to admit, though, that the gentlemen finally answering were very pleasant.

Burlington has made a survey of its Chicago commuters to determine their smoking habits. Of the 5,000 passengers surveyed, 80% said they prefer to ride in cars from which smokers are banned. Unless one counts the deadheads, Penn Central has carried a few more people in the non-smoker cars when I've been aboard.

For those of us who are steam enthusiasts no matter what the gauge, let's give some business to the Brookfield, Salt Creek & Western Railroad whenever we get to Chicago. This operation at the Brookfield Zoo should be in business after Memorial Day.

Something to remind our Congressmen: "When measured against the 20 or so million dollars it takes to design and build a new automobile, or the 32 million it takes to build a couple of miles of elevated expressway, or the hundreds of millions it takes to produce a new aircraft, then the cost of a new form of (passenger) train does not come all that high, especially if it makes our cities livable."

Douglas V. Gonder, CN vice-president, quoted in TRAINS.

Instead of being taken out of service in 1970, Canadian National 6218 will be kept in service for at least one more year according to their Public Relations Department. (She was given a one-year boiler extension.)

The Supreme Court approved the merger of the Great Northern and Northern Pacific Railroads. The Court dismissed objections of the Justice Department, holding that the merger "furthers the development of a more efficient transportation unit." (Not for passengers, though.) The new company will be called the Great Northern Pacific & Burlington and will have assets of \$2.8 billion and more than 26,500 miles of track from Chicago to Seattle and from Canada to the Gulf of Mexico.

By June 1st all freight cars will have to have the new automatic car identification labels. This date gave a five-month extension to roads not having money or materials available.

And by August 1st all freight cars more than fifty years old will not be allowed to operate in interchange service.

It hasn't appeared on our screens, but in Philadelphia TV ads United Air Lines is calling itself the "Main Line to Los Angeles."

Good News for our railroad the Livonia, Avon and Lakeville, a new industry is being constructed on the Lakeville branch, the new industry will produce syrup out of the carloads of sugar brought in by the railroad. The new shipper should double the railroads gross income.

The following is a story I've heard of many times but never had the real facts. Thanks to The Hawk Mountain Chapter for printing the details in THE HOSTLER.

Most of us have heard of the Doppler effect - the rise and fall of pitch of a whistle as a train speeds by. Years ago, when Meredith Willson had a radio program on KFRC, San Francisco, the format of one program was called "Blue Monday Jamboree", which included the saluting of interesting industries. On a certain Monday, it was decided to hail locomotive engineers. So, to really chase the blues, a real whistle was connected to a compressed air tank. After the locomotive engineer was interviewed, he was to blow the whistle. The ensuing blast took KFRC off the air for two weeks; it took that long to replace all the windows that were sucked in and to repair the roof. It took even longer to settle the nearly two dozen lawsuits started by those in the audience whose eardrums were ruptured!

The New Mexico Senate has okayed \$295,000 for their part of buying the D&RGW narrow gauge.

Arlene

#### NEW BOOKS

Don't forget about Bill Gordon's new Book on the Buffalo Streetcars, the IRS and Niagara Falls Lines. This huge book of 500 pages is due off the presses about April 1st. The price is \$9.95 for the soft cover; 12.95 for the hard one. Price for Rochester and NRHS members will be slightly cheaper.

#### EDITOR'S PAGE

Sometime in the future, when most of us are old and gray or dead and buried some enterprising future member of our chapter will look back into the minutes and newsletters of our era trying to find the important and most influencing meetings of our time. And as he sits back in the station agents chair of the station-museum of the Rochester Chapter he will come to the minutes of the February, 1970 meeting and say to himself 'if it wasn't for those oldtimers back then and their talk of getting a new meeting room and quarters, I guess I wouldn't be sitting here in our famous museum of that by-gone era.' Thus my fellow members I myself believe that our last meeting was the start of a new era for the Rochester Chapter of the NRHS. The talk of running this fall a trip down the Fallbrook Road and most of all the willingness on the part of the members to support the idea of our chapter retaining and fixing up a station for our use is indeed the start of a new era. A start that will again put the Rochester Chapter back into the prominence and activity that it once enjoyed. So Ladies and Gentlemen let us not turn our back on the future of OUR chapter.

Your editor at this time would like to give special thanks to one of our charter members Peter Barry for the help and assistance he has given us in trying to fulfill this dream.

The SEMAPHORE is published monthly except July & August by the Rochester Chapter of the National Railway Historical Society. Subscription price to non-members is \$2.50 a year. Correspondance with other chapters' news letters is welcome.

Editor: Peter E. Gores	Assoc. Editor Phil Kuhl	Reporters: Dick Barrett
468 Holt Rd.		Jerry Hott
Webster, N.Y.	News Editor Arlene Koscianski	

IT'S BANQUET TIME AGAIN!

TO: Members and friends of the Rochester Chapter, National Railway Historical Society.

SUBJECT: Delicious food and excellent entertainment.

WHAT? Ham and/or Roast Sirloin plus all the trimmings, served buffet style.

HOW MUCH? All you can eat.

WHO? Mr. & Mrs. E. Carrington Eddy of Fairview, Michigan have once again agreed to honor us with some of their beautiful 16mm color movies. We will see railroading in Ecuador, railroads and trolleys in Brazil, logging in Ontario, plus a few surprises!

WHEN? Friday evening, May 1, 1970. Socializing from 6:30 to 7:30 P.M. Dinner served promptly at 7:30 P.M.

WHERE? The Carriage House, 525 Paul Road (Route 252A west of the Bausch & Lomb Plant) Rochester, New York.

PRICE: \$5.00 per person includes parking, food, entertainment, tips and a special treat for the ladies. (Drinks are on you!) Make check or money order payable to: ROCHESTER CHAPTER, N.R.H.S.

ORDER: NOW! Ticket orders will be filled on a first come, first served basis. We must in any case have your order by Monday, April 20. Use the bottom of this form to order and PLEASE PRINT THE NAME OF EACH INDIVIDUAL AND SPECIFY THE NUMBER OF LADIES IN YOUR PARTY! ALSO INCLUDE A STAMPED, SELF-ADDRESSED ENVELOPE FOR THE RETURN OF TICKETS.

N.R.H.S. Banquet Committee  
16 Nile Drive  
Rochester, New York 14622

Gentlemen:

Please send me \_\_\_\_\_ tickets at \$5.00 each for the 1970 Rochester Chapter Banquet. I enclose a check/money order in the amount of \$\_\_\_\_\_ plus a stamped, self-addressed envelope.

There will be \_\_\_\_\_ LADIES in my party. Following are the names of all individuals in my party: (Please PRINT)

- Mr./Mrs./Miss .....
- Mr./Mrs./Miss .....
- Mr./Mrs./Miss .....
- Mr./Mrs./Miss .....

(Use other side if more than four in party.)