



THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

Vol. XII

April 1970

No. 2

APRIL MEETING will be held on Thursday April 16, at 8:00 PM sharp at the Chapter quarters at 49 South Ave, Rochester. Up for discussion at this meeting will be any further news concerning our effort to find a station as a new club quarters; getting together a crew to finish the painting job we started last year on the L.A. & L. RR station at Livonia. The meeting will be short so that we can give Dick Pearson of our chapter and Geoff Gerstung of the Buffalo chapter plenty of time to show us their program on the Lehigh Valley R.R. So bring a friend this will be a very interesting and enjoyable meeting.

MARCH MEETING Attendance at meetings of late has sure been on the upswing, a trend we hope will continue. Forty-three members and guests were at the March gathering which was called order at 8:05 PM by Pres. Jerry Hott. Minutes of the previous meeting were read and approved as read.

The amendments and additions were presented to the group by President Hott for consideration and any changes; as none were forthcoming the motion was made, seconded and approved that they be adopted as proposed. President Hott thanked the committee and Mrs. Hott for their work and efforts on this project.

President Hott thanked the publication staff of the Semaphore for a job well done. That staff consisting of Pete Gores, Arlene Koscianski, Dick Barrett, Phil Kuhl and Pete Arras.

The proposition that we incorporate as a non-profit, educational organization is now under investigation by President Hott and Cal Bulman.

The following Committees were formed last meeting by President Hott. (Please note: These committees except the nominating committee are open to any member who wishes to help in this particular area. We would like to hear from you)

Property Staff: Cal Bulman and Ray Frost

Membership Committee: Rand Warner And Greg Sullivan

Program Committee: Horst Bruns, Tom Brewer and Dick Pearson

Nominating Committee: (for next years officers) Chairman Ed Coogan, Pete Loveless, Bill Gordon and Pete Arras

Motion was made and seconded and approved that the organization purchase a small size badge with an insert for a members name. They are to be similar to the ones we have had in the past. Pete Gores will look into it and order them from Bastian Bros.

Pete Loveless will look into the matter of government subsidy for our group as an Adult Education Group. It is known some railroad groups have received financial assistance under this heading.

The station situation is still in the fluid stage. Henry Pape reported his contacts with the B&O. Caledonia-Mumford is rented and also the Scottsville station. Industry station is not good but not bad and appears to be the best and latest prospect for our consideration.

The ante on the CN trip May 24 has been raised to a higher figure so as of now it is kind of up in the air for that trip

Several guests were with us; Mrs. George Bauerschmidt, Mrs. Jerry Hott, Mrs. Ruth Hale, Miss Sharon Cocecia, Mrs. Horst Bruns,

Meeting adjourned at 9:15 PM

Following the meeting a beautiful film on the Alaska RR was shown. Followed by a slide show on the trolleys of Maryland and Pennsylvania. George Bauerschmidt delighted the group with a few short scenes of recent fan trips plus some footage taken at Sodus Point in the days of steam. We hope to see more in the future.

Respectfully submitted,

Leon D. Arras, Sec.

The following is a short history on the Lehigh Valley RR by Geeff Gerstung to get us in the mood for the theme of this months program. Dates and facts are taken from the Lehigh Valley N.R.S.S. chapter's fine publication Railroads in the Lehigh Valley

"THE LEHIGH VALLEY"

Get out your railroad maps and now follow the Lehigh Valley Railroad Company from it's birth in the 1800's in the heart of the anthracite coal mining area of Pennsylvania to its eventual western terminus in Buffalo.

On October 31, 1851, Asa Packer, a former boatman on the Lehigh Canal purchased the controlling stock of the Delaware, Lehigh, Schuylkill and Susquehanna Railroad.

This company had been formed on April 26, 1846 to connect the coal mining area of Pennsylvania with water freight routes. On January 7, 1853, the company reorganized as the Lehigh Valley Railroad Company.

The Easton-Allentown section opened on June 11, 1855. The wood burning locomotive named General Wall, borrowed from the Central Railroad Company of New Jersey and built originally by Baldwin Locomotive Works in 1842 for the Somerville Railroad, operated this historic trip. Sixty car loads of anthracite coal comprised the first regular train operating over the system's length on September 15, 1855. By this date the line included tracks from Easton into Phillipsburg, crossing the Delaware River on a double tier bridge completed on September 8, 1855. From June until its own equipment arrived in December of 1855, the Lehigh Valley operated locomotives and cars borrowed from the Central Railroad Company of New Jersey.

The Lehigh Valley laid trackage and acquired other small railroads eventually extending north to White Haven and Wilkes-Barre by 1867. This provided a direct access to Pennsylvania's northern anthracite coal fields.

Asa Packer opened the Pennsylvania and New York Canal and Railroad Company's rail line from Wilkes-Barre to Waverly, N.Y. on September 20, 1869 by using the Barclay Coal Company's tracks from Towanda to the state line. This gave the L.V.R.R. a connection with the Erie Railway Company at Waverly. (the Erie Railway Co. was incorporated in 1861, in 1878 reincorporated as the New York, Lake Erie and Western Railroad Co. and in 1895 became the Erie Railroad Co.) In November 1870, the LV RR laid a third rail inside the Erie's six-foot broad gauge track from Waverly to Elmira and in 1876 gave the Erie Ry. Co. receivers the rails for completion of standard gauge track to East Buffalo. On December 31, 1889 the N.Y., L.E. & W. and the L.V. obtained joint trackage to Buffalo by leasing the Buffalo Creek R.R.

1892 saw the Lehigh Valley's acquisition of the Buffalo, Ithaca and Athens RR which ran from Sayre, PA. to Geneva, N.Y. and also the construction of the Buffalo and Geneva RR enabling the Lehigh to enter Buffalo, N.Y. on its own trackage.

Hope to see you on Thursday at the meeting

Geoff Gerstung

THE BARK PEELER

New England News Notes

A group of banks who hold B&M bonds have gone to court to seek reorganization of the railroad. This is as a result of the B&M's defaulting on payment of bonds which came due in February. I certainly hope this is not the start of another New Haven.

Will the trolley's survive? Boston's M.B.T.A. is seriously considering the purchase of new trolley cars to replace aging PCC's. Some of the features under consideration are; two sets of doors on each side, probably at the ends, higher speed than the PCC's, quieter than PCC's and air-conditioning. Philadelphia and San Francisco are also interested and a pooling of orders may result.

Progress on Haymarket-North, the first section of a tunnel under the Charles River that will enable rapid transit service from Boston to my home town (Reading, Mass) has been set into place. The tunnel consists of two prefabricated sections and is a major portion of the link between the M.B.T.A. and the B&M tracks which will be

is a major portion of the link between the M.B.T.A. and the B&M tracks which will be used for the extension.

PASSENGER TRAINS

California Zephyr- A muddled mess and a national tragedy. On March 21, 1970 Western Pacific ran it's section of the California Zephyr for the last time. Here is the current situation as best as I can figure out. The tri-weekly D&RGW*SP California Zephyr-City of San Francisco will leave Denver and Oakland on Monday, Thursday and Saturday. In order to connect at Ogden with the SP the Rio Grande train must leave Denver two hours before the arrival of the daily Chicago to Denver portion of the CZ. Therefore a 22 hour layover at Denver will be required to continue west on the CZ. The Burlington as a result of this has applied to merge the CZ with the former Nebraska Zephyr (trains #11 and 12) into a tri-weekly train to retain California connections in both directions. The old domino effect at work again. The above has been pieced together from about 5 different sources and while not guaranteed at least makes some order out of the chaos. I have received no word on any possible interchange of equipment.

SCL has purchased 15 sleepers from the UP.

B&O has started work on a \$250,000 program to refurbish and overhaul it's commuter cars, passenger coaches, dining cars and sleepers.

Discontinuances

B&O Diplomat-Gateway	Chicago to Akron 1/11/70
GN Dakotan	St. Paul to Fargo 2/3/70
GN Winnepeg Limited	St. Paul to Gr. Forks 2/3/70
MP Texas Eagle	New Orleans to Marshall
SR Royal Palm	Cincinnati to Somerset
WP California Zephyr	(See above)

The Penn Central has denied an ICC request to indefinitely postpone beyond August 15 the proposed discontinuance of 34 trains. Petitions to drop 14 other PC trains are already pending before the ICC. These 48 trains represent all of PC's intercity passenger service west of Buffalo, N.Y. and west of Harrisburg, Pa. Local hearings will be held in thirty-five communities along the routes. Need I say more!

Odds and Ends

The President's budget message proposed that the United States Government sell the Alaska Railroad to private interests. Possible selling price around \$100 Million.

Penn Central has ordered 112 diesel-electric freight locomotives costing \$23 million. 93 units will come from La Grange with the remainder from G.E. This information from Railway Age.

RAZORBACK (con't)

Apex is a maze of tracks with Durham and Southern interchange and for the first time we banged, rocked and cracked through those switches. Open her up a little more there is a slight grade ahead for the 5 or 6 miles to NEW HALL. Now you must remember we were heading west across those foot hills between Alleghenies or Great Smokies and the Coastal Plain, known in the Carolinas as the sand hills, the kind of country I always liked, whispering pines, and sandy soil. Well take your choice.

On the way up the hill to NEW HILL, the dispatcher told the 859 to get in the clear for us at Merry Oaks and "to occupy the northbound track in the clear for 1655". This was acknowledged first by 859 and then 1655.

NEW HILL is aptly named for up the hill through a very small town hidden in the pines and sand with the depot at the very top with a view down hill for miles to the east and miles to the west, and for the first time I heard from an operator, the one at NEW HILL reporting the 1655 by at 11:03. I had been so interested I had not paid any attention to my watch, and the dispatcher asks only for acknowledgement by the mans name and engine number. Now it was down hill and we got frequent light applications of air not for long but beautiful applications. The December following my trip SCL dumped 56 cars on this hill and it made all the local papers and even was pictured in the Democrat and Chronicle. And you can see why, probably the only real perceptible grade on the railroad in those 99 miles and it is a long one. At MERRY OAKS another signal bridge with the masts on the left and again doing double duty this time we got indications, 2 top green and two bottom red. I still can't figure out the second red. Down through MERRY OAKS and as soon as we cleared the switches, if anything the units were reved up a bit but it was starting to level out again and MONCURE was ahead and I could see at least two wayside signals ahead indicating straight track west.

Still going along at over 55 and a beautiful performance the MONCURE "home" signal bridge was starting to show up down the line, and right away there was large brake applications even though we had 2 high green, red, low green, for it is here that we turn south. NOTE the signal bridge with the indication we get. Here the line goes straight west to Pittsboro, beginning of double track with sidings on both sides, a Y and middle crossover. So the highest green meant the line was lined for us to go straight through, the 2nd green was for track beyond the south end of the double track, red, the crossover switch against us, and not to crossover, and the bottom green, indicating that we were not diverting either to the siding or for the Pittsboro branch. MONCURE station is on the west side of this very sharp curve in the middle of the Y and still shows the brick station platforms, but to all intents and purposes is abandoned, for MONCURE TOWN must be over a mile west and north of the Pittsboro branch. Up to today it had marked my nearest venture toward Raleigh.

Before we hit this curve, you pass under the "home" signal for MONCURE where our engineer let up on the air but kept the throttle open slightly. Now I mentioned above our signal indications from the four lights on the mast of the signal bridge. Unlike APE our mast was the only one lit, but there was one mast to the right three indications, one mast the left of ours, with three indications; one mast to the far left for northbound, two indications plus the call on lights at the very ends of the bridge. Still drifting we curved almost to a southeast direction and started down grade curving to the right, for now we were leaving the Piedmont Plateau and were in the Coastal Plain, but the Sandhills remained. As soon as we cleared MONCURE our engineer called the dispatcher and said he could make SANFORD, to meet 1656 on the northbound RAZORBACK, and should not have to stop him. So we had light throttle application all the way south to COLON. There you duck under the Norfolk Southern main line, on a long sweeping curve in the middle of a field with no road, and in addition no freight interchange, but foundations of passenger stations on both NS and SAL, for back in the good old days.

Once again our engineer called the dispatcher and said he would be at the northend of the double track in three minutes and right away 1656 said he was approximately 3 minutes south of the south end of double track and maybe they would pass in downtown SANFORD, to which the dispatcher said HIGHBALL and told 1656 that he would meet 859 at MONCURE and watch for him although he should be "up the branch" by the time you climb the hill "1655 you have a clear track to Hamlet, to which our engineer said we should be in Hamlet early.

During this conversation I missed the Atlantic & Western crossover to the ACL where we enter double track and pass Sanford Brick Co., the world's largest supplier of

brick and possessor of at least three gasoline mechanical narrow gauge diesels. I was starting to look for them when slam bang, the northbound RAZORBACK opening up went by. Shortly we opened up too and went over those crossings with wide open throttle and horn blaring. For the first time I knew what it sounds like in a cab of a Geep, when they go from parallel to transition. Some time I shall have to reminisce on SANFORD, one of the most interesting towns on a railroad in the south, bisected by numerous crossings, of ACL, NS, Southern and SAL, all connected up by the Atlantic & Western which so far has donated two locomotives to the city of SANFORD one in a public park and the other in a shed. So we swayed and banged over those crossings, highways or rail, past a most interesting station, up over the Atlantic & Western connections, down around the curve to the south, with a large shot of air as we did so, and out into the country. Having a clear road, we really roared and rolled for LEMON SPRINGS for the first time going over 60.

LEMON SPRINGS is so typical of southern small towns the railroad paralleling the main street passing at both edges of the town the squalor of southern colored, not bothering to slow down with horn blaring is the way LEMON SPRINGS sees railroading in the south. Down through the cotton, tobacco and soy bean fields right up to the right of way, which in so many instances is not fenced off, we kept up around 60, with the Sand Hills sometimes reaching down to us sometimes several miles away, we kept that steady speed across the Coastal Plain.

Soon the straight track disappeared around a hill to the right and we were coming to CAMERON with its reverse curve crossing with North Carolina 25 and the dip over the Little River Valley. Coming around this hill and looking back at the train I noted for the first time the box cars ahead of the caboose and two vans behind the caboose. Looking forward again at the double track coming up there was a signal bridge on a single stanchion with four masts, far right and dark two disc for the siding and house track, three disc lit for us, top green for through, middle green beyond, and bottom red which indicated that we were not to divert from the through lineup. Next mast two signals for movement against current of traffic on the double track and another mast with two signals for a northbound train. I could devote a whole story to Cameron, its creek, snakes, Manchester Lumber Co.'s R.R., Randolph & Cumberland, a 81 year old, 3 foot gauge line from outside Fayetteville straight northwest to near Greensboro, 11 reorganizations, but only 6 years of profits after standard gauging, and its subsequent re organizations into Bonlee & Western, Moore County, and Moore Central which was its last operation, and only between Cameron and Carthage, abandoned about 1955, it continued truck and bus operation between those points, and since much evidence of the road is still around Cameron, I got a promise from the SAL agent he could get me pictures of pictures of Manchester Lumber and Moore Central, but he has never made good his promise.

Clearing the reverse curve at Cameron, our engineer opened up in a leave town manner, and we were soon back to 60 plus. Dipping down into the two span Little River Valley, we never slowed crossing that structure as compared with the spans over the Neuse and Deep River. Soon we roared through Vass, where the Robert Manchester Wood Products Co. gives SCL up to 6 cars of pulpwood per day by trucking in the logs, on a tractor trailer, cutting them into proper lengths with a big diesel "cat" and fork lifting them on the special flats which Railroads now use for the pulpwood. An eight man operation, #3 amn office force, one cat operator, two fork lift operators and two "yardman". No pictures did Mr. Manchester help me out with.

Around the curve south of Vass, over old US1, past Lakeside site at one time of Seaboard gravel pit and onto double track at Manly, where the climb starts up to Southern Pines with our three units really roaring. Around the right hand of the reverse curve where the engineer shut off, to some extent, around the left hand of the reverse curve and just past the station, we crossed to the northbound track, and with whistle blaring were through Southern Pines, around the second reverse curves site of our "favorite motel", and started through Sand Hills, the section ~~over the~~ new ties on the southbound. Instead of slowing down that long grade, we went just
 don't on last page.

TANTALIZING TIDBITS

For those who like to picture a huge anti-passenger conspiracy, consider our Senator Charles E. Goodell's present difficulties in getting support. This very aware gentleman is a member of the Senate Commerce Committee, and says that the continuation of passenger trains is vital to the economy of many upstate cities. On March 16th he called "deplorable" the decision of Penn Central to discontinue 34 east-west passenger trains and said they should be required to replace these trains with more limited but higher quality service.

Senator Goodell called the Penn Central proposal to cut off East-west service "the culmination of years of failure by the railroads to meet the needs of the public for adequate intercity rail transit." In commenting on the success of the Metroliner between New York and Washington, the senator said Penn Central could develop similar high-speed trains if given adequate federal aid. He stated, "Some action must be taken by this session of Congress if we are to avoid an even worse situation than now exists."

On March 16th Ralph Nader's investigating team told Congress the ICC is a tool of the transportation industry and a refuge for political hacks. They testified before a Senate subcommittee that the Interstate Commerce Commission should be abolished in its present form "so that the American people will no longer be under any illusions about who is controlling the transportation system of our nation---the rail, motor, water and pipeline industries, their rate bureaus and their trade associations." They urged Congress to write a new Interstate Commerce Act with a new regulatory agency covering all forms of transportation. "The ICC has become an extension of the industry it supposedly regulates," they said. "In a very real sense, the industry regulates the ICC."

The following day Transportation Secretary John Volpe defended the ICC against these accusations, but added, "Some improvements need to be made in our regulatory agencies."

At a National Press Club luncheon that day Secretary Volpe stated that passenger service is not only worthwhile but "we think it is absolutely essential" and insisted that passenger rail service must be saved.

That day he announced that Grumman Aerospace Corp. of Bethpage, N.Y., had been awarded a \$3 million contract to design a 300 mph tracked air-cushion vehicle, stating it might be one of the answers to making rail passenger service more attractive to the public. He said if such vehicles become commercially practical they could cross the country within twelve hours and could be used for rapid transit along urban corridors to link cities up to 250 miles apart. Such systems could be operating within 6 to 10 years. He also added that he will soon announce a contract for a demonstration program involving a 150 to 200 mph tracked air-cushion vehicle for operation over 25-mile or shorter distances that could be in use within 2 years.

However, one of Secretary Volpe's comments that day was, "I believe government must get involved in the railroad passenger business, but not to the extent that it has to provide operating subsidies for railroad trains." He also called for action to build 900 new airports and to update 2700 existing fields. (The railroads wouldn't ask for subsidies if they could get some tax relief---especially for passenger facilities.)

Three weeks ago United Aircraft Co. in Providence, R.I., the company which built the experimental turbo train for the Boston-New York run, has a \$105 million proposal to establish high-speed service to southern New England on a regular basis. The plan calls for construction of 11 turbo trains to run on a loop up the shorelines through southern Connecticut and Rhode Island and a return leg from Boston through Worcester and Hartford to New York.

Of the thirty-four trains Penn Central is planning on discontinuing, only Nos. 63 and 64 come through Rochester.

Train 64 left Rochester at 11:15 P.M., giving those of us who sleep comfortably in coaches a good night's sleep and a pleasant early-morning view of scenes along the Hudson before arriving in New York at 7:10 A.M., perfect for a busy Manhattan weekend. Train 63 is the one we'd catch at 10:30 Sunday night (or any night) to arrive in Rochester at 6:30 A.M., in time to change and get to work that morning. Or we'd take 63 at that hour to arrive in Chicago in the evening.

But look again at that schedule! All six trains to and from Chicago are getting the axe. Chicago? You can't get there from here! Sorry, friends; for those of us who can't, won't or don't fly, the West Coast now begins at Buffalo. You can imagine how much patronage the railroad will subsequently get---justifying their dropping of all passenger service west of Albany.

Didn't the railroad obtain its charter on the basis of providing freight and passenger service to the communities along its right of way? And if they violate the terms of this charter, can't they lose their franchise, given by the government for the benefit of the people, for even freight service? Ohio, Indiana and Illinois certainly must have granted charters on the same basis as New York State.

At least the Buffalo Chamber of Commerce has asked the Interstate Commerce Commission to hold a public hearing on this elimination of passenger service to the midwest. The last week of March their board of directors released a statement:

"Over a period of months and years and mergers and consolidations, the Buffalo area has been compelled to undergo a constant downgrading of passenger service.

While ample use is made in this geographical area of the automobile, airplane and bus, we believe the era of rail passenger transportation has not passed so far out of the picture that a huge section such as that between Western New York and the midwest can be dropped without considerable hardship being caused to present and potential users of the service.

However, Ralph Nader suspects who's controlling the ICC. The ICC did order Penn Central to delay the discontinuance until at least August 15th while they conduct an investigation. The railroad then stomped its collective steel feet and said, "We won't."

Even the monied set is falling into hard times. From an AP dispatch out of New York City:

INFLATION IN LUXURY - End May Be Near for Club Car Commuting

Plush club cars for years have made train riding more enjoyable for the well-to-do businessman, financier and executive who commute daily from their suburban homes to their city offices.

But one of them may be on the way out. That is what may befall the Penn Central's Westchester club car, one of the 16 railroad cars that roll into New York weekdays with "Private" signs on them.

Members who ride the private cars pay \$200 annual dues. The Penn Central has raised its rent for the car, and the 48 members of the association say they will pay no more.

Now is the time to join the National Association of Railroad Passengers, an effective lobbying force, at 41 Ivy St. SE, Washington, D.C.

There's an excellent opportunity for any of us to really get into full-scale railroading up to our earmuffs. The Federal Government is selling the Alaska Railroad, which we saw on film last month. The 537 track-mile road has rolling stock, buildings and other facilities valued at \$131 million and can be purchased for about \$100 million, including 865 experienced employees and 1000 miles of right of way. In 1969 the railroad carried 1,339,229 revenue tons of freight and 71,536 passengers. Gross revenue was \$18 million, with a net profit of \$310,000.

In the meanwhile, Alaska's newest railroad held its "gold spike ceremony" on January 7th. The Alaska Southern Railroad, built by our fellow Alaska-Yukon Chapter, has six refurbished troop sleepers on this first completed section. These ex-WW2 cars have carpeted floors and paneled walls and were used for traveling displays during the 1967 Alaska Centennial. The chapter will use these cars to house their office, meeting room and displays.

The Alaska-Yukon Chapter monthly bulletin, "The Moose Gooser," is a first-rate publication. Too bad the chapter doesn't have that \$100 million.

If you live and work near a bus line, note this paragraph from Henry Still's THE DIRTY ANIMAL:

New York and Boston, Philadelphia and Chicago perhaps are special cases, metropolitan centers of such size and nature as to justify and support such a transportation network. In other cities, the electric streetcar suffered for more than a generation, but when it finally yielded to progress, it was to the diesel-driven bus, which has proved almost totally inadequate for the task of moving large numbers of people within a city. At first glance, the bus appeared to offer greater speed and flexibility, but this lasted only until traffic jams began. Then schedules and speed were sacrificed not only to competing auto and truck traffic, but to changes in the weather as well. The pattern of municipal bus lines has become almost universally self-defeating. As buses slowed and failed to meet schedules, fewer people rode them. As bus traffic dwindled, some lines were discontinued, others shortened. This generated more automobile traffic to slow buses still more. As the number of riders declined, fares went up and each fare increase discouraged another group of indignant passengers. In most American cities, private bus lines are being driven out of business and municipally operated systems are resorting to tax-based subsidies.

We can't let all of our public transportation go the way of the Cobourg boat.

The following is a "stolen" editorial - "Silent Night in Johnstown"

The scene got to be a cliché. A boy, perhaps 10 or 12, lies awake in bed late at night in his small-town home. Out of the distance comes the lonely, haunting, cajoling wail of a locomotive whistle. Listening, the boy dreams: he must go to the city and make a name for himself.

The boys in Johnstown are going to be denied this stimulus for glory. Mayor Kenneth Tompkins lowered the flag on the B & O Railroad. Its engines had been tooting four times at each of three grade crossings in the city. That violated an anti-noise ordinance, said the mayor, and he blocked the tracks with police cars just to show he meant to enforce it.

What is lost in inspiration may be compensated for in extra sleep. It remains to be seen whether young men will still go out from Johnstown starry-eyed and determined---or merely well rested.

The Burlington Northern has asked permission to discontinue Trains 17 and 18 between Chicago and Denver. If allowed to do so, the BN promises to institute a tri-weekly train between Omaha and Denver to connect with the Rio Grande's Tri-weekly "Salt Lake Zephyr".

The Burlington Northern has also asked for permission to terminate at North Kansas City its Trains 19-20 and 35-36, its only surviving passenger service to Kansas City and linking that city with Chicago and Omaha respectively. This would eliminate BN use of Union Station in Kansas City.

The Louisville and Nashville has been granted approval of its merger plans with the Monon. Objections by unions and Penn Central were swept aside. The unions feared that control of the Monon would result in a downgrading of the Chicago and Eastern Illinois.

Arlene

under 40 and noted the signal indication to cross back to the southbound at the Aberdeen & Rockfish RR interchange, past Aberdeen Station, and then at the Norfolk Southern interchange he opened up again after reporting Aberdeen 1206. Just over 60 minutes from MONCURE, which occurred to me was very good running.

The dispatcher said clear running to Hamlet and we ran at over 60, on beautiful double track. There the engineer called "Yardmaster at Hamlet". He got his answer and was told to keep the main and engineer said, "I will be in in less than 20 minutes." Right after that Train 115 asked permission to leave Raleigh, nearly 95 miles behind us. Up that beautiful single iron through Hoffman and Marston, the track indicator loomed up, a big "2" on its face. Engineer to yardmaster "1655 coming in on two", Yardmaster "OK that is good, only the caboose and the five rear cars to come off, is that right?" Whereupon, the conductor said right. Believe me that is the first time he was on the radio.

Into a smooth stop at 1235, 25 minutes to the good and about 25 minutes less than the schedule. Hamlet is a place to see. One of the three major engine terminals on the railroad, they dispatch trains in 6 directions. Getting off the cab, I met our engineer coming back, one fine man on a engine and an even finer man to know. Before he drove me home to Southern Pines, some 15 miles out of his way, we met everybody of importance, had coffee and discussed railroading in general, and musing on the fact that it was going to take "more than W Alton Rice and the Atlantic Coast Line" to destroy the Seaboard Air Line, its fine railroad and its fine reputation down that way built up by such services as the RAZORBACK.

Editors Page

The SEMAPHORE is published monthly except July & August by the Rochester Chap. Of the N.R.U.S. Subscription price to non-members is \$2.50 per year. Correspondance with other chapters is well

This edition of the SEMAPHORE is the largest that has been put out thus far this year and I think it is also the best. I hope that myself and the staff will be able to put out 10 pages every month from now on. It is alot of hard work for those on the staff but it is also an enjoyable one. Sometimes it seems like we will never be able to meet our deadline but sofar we have been lucky and very fortunate. My main reason for writting this editorial is to tell you we are as much as ever interested in getting YOUR personal experiances and pieces of news. Our sources of information are good but neither complete nor inexhaustible. We are thus very interested in hearing from you, so take out your pen and START writing.

Last week end your editor had a very disheartening experience. I was down at the L.A.&L. railroad installing a new whistle on the engine and I needed some clear lacquer to protect the finish, so I went over to the lumberyard in Lakeville. While I was over there Ilooked over at where old #17 (ex. BC&G) was setting and much to my dismay the engine was in about a hundred pieces and was being scrapped for the metals in it. To say the least I was appalled at the sight which greeted my eyes. This engine which had run on the LA&L for a few years was nothing more than a pile of junk. Alth ough the engine would have needed extensive repairs to get her back in operating condition, it's a shame that she was destroyed for a paltry sum of \$1200.00. She was worth more than that as a museum piece. I guess the owner of the engine (sh e was not owned by the railroad but leased) figured he had lost enough money on the engine and that he should get something for her. All this makes one wonder if the cycle will ever stop.

Pete

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