



THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

Vol. 12

December 1970

No. 7

DECEMBER MEETING Will be called to order at 8:00 PM sharp at the chapters quarters at 49 South Ave Rochester. The big event of the evening will be shared by Pres. Jerry Hott's movies and the presentation of our first chapter book to the members. The business meeting will be short in order to give adequate coverage to these two events. Since it is the season of giving and sharing why not extend an invitation to a friend or a group of friends to the meeting so that they to may be able to enjoy our meeting.

As editor I would like on behalf of myself and the staff to extend to each and all of our readers, families and friends the best wishes for a joyous season and a rewarding New Year.

During the past year we have tried to bring to each one of you something of interest and enlightenment. We have tried to cover a little from every area in railroading of interest to our members. The work has been far from easy but it has been interesting and sometimes even enjoyable. I would like to apologize for last months issue being late but we ran into considerable difficulties that hadn't been expected. To all those who have taken the time to send in material for publication I and the staff are very grateful.

Starting with January's issue we hope to make some more important changes in the format of the Semaphore in order to make it a more useful publication. So from all of us to all of the Happiest of Holidays.

THE HOTT BOX

NATIONAL VICE PRESIDENT & SECRETARY STRICKEN

As most of you know by now our Director, Harold Caulkins suffered a stroke the day before Thanksgiving. Harold is convalescing in Rochester General Hospital. We all join in wishing you a rapid recover, Harold, and hope that you will soon be back with us again.

GOOD NARROW GAUGE NEWS

We are happy to learn from Desert Rails (Arizona Chapter) and the Iron Horse News (Colorado Railroad Museum) that flood damage to the "Silverton" line (reported last month) was much less than first estimates, with Rio Grande officials saying \$200,000 instead of the previous millions. By the end of October the 1800 yards (instead of two miles) of track that had been destroyed had been repaired good enough that section forces could cover the entire line in their motor cars. Long sections of track remain to be completely tamped and lined, but it seems that the Silverton will run again next year.

Also during October, a movie starring Gregory Peck called "Shoot-out" was shot around Lobato using engine #483 of the (now) Cumbres & Toltec Scenic Railroad.

ROCHESTER RIDES BY RAIL

Our publications committee, Bill Gordon, Pete Gores, Arlene Koscianski, Hank Pape, et al, are again to be congratulated and thanked for the many hours of time and effort they have expended on the Chapter's behalf in preparing the Chapter's first publication. We expect to have the book available at the December meeting.

DECEMBER PROGRAM

Steam on the Q, DM&IR, and D&NE, plus a few surprises.

G.A.H.

GRS TOUR

On Saturday, December 5, 1970 approximately 65 members of the Lake Shores Division of the NMRA (including some of our own Chapter members) toured the manufacturing facilities, lightening laboratory and product display room of General Railway Signal Company. Mr. Norm Bolton (who presented his N&W steam films at our joint meeting in Batavia last month) explained the causes of lightening and gave a demonstration of what a little man-made lightening could do.

THE EUROPEAN EAVESDRIPPER

by ROSS HALL

This will be our "European Hotline" gleaned from RAD UND SCHIENE, the German Federal Railways' public-affairs bulletin.

CONTAINERS: Future European transport will be largely determined by the progress in developing container shipping. No other feature has had such an impact in recent years, and European governments are acting to structure all freight operation around containers.

To date the German Federal Railway has re-equipped about 50 major freight terminals for containers and set up over 1,400 connections for high-speed night traffic. In the first four months of this year, 49,266 units were handled in West Germany, up 99% from the corresponding period in 1969. Further new developments include 35-ton mobile overhead cranes serving two tracks at a time with containers stacked in pairs.

OTHER EUROPEAN NEWS: British Rail will build a new passenger terminal at the Channel port of Harwich to help handle increasing continental traffic. The facility will process up to 1,000 passengers per half hour when opened by late 1971.

Belgian Railways will enlarge container facilities at Zeebrugge to complement the existing terminal at Antwerp, one of the major European ports.

The SNCF (French) will have spent 780 million francs this year for new locomotives and equipment. Passenger volume doubled in the last 5 years and quintupled in the last ten according to figures released. Last year 135,000 cars accompanied their owners on trips by rail.

The SJ (Swedish) are testing a two-unit MU-type car for service outside Stockholm. Test speeds of 200 km. (120 mph) have been reached on the first runs.

* * * * *

MOOSONEE

by J. EDWARD JACKSON

Ever since I have been reading timetables, I have always been fascinated by the thought of going to Moosonee, Ontario, on the James Bay. This is due to the fact that it is up north and cannot be reached by highway. Finally, this past September, I decided that if I didn't hurry there might be a highway someday and then the glamour would be gone. My wife and I decided that, as long as we were going to do it, we might as well do it right so we began our trip in Toronto on CN #87, The Northland.

This train starts out on the CN as far as North Bay, where it is taken over by the Ontario Northland, a railroad owned by the Province of Ontario. The ONR takes it as far as Cochrane, 482 miles from Toronto, which is a junction with the original transcontinental line from Quebec City to Winnipeg and is now Canadian National. The CN takes over the train again for the last 70 miles into Kapuskasing. In the meantime, while the ONR has had it, the train has split into three parts, one part leaving the train at Englehart for Noranda, Quebec, another part leaving at Porquis Junction for Timmons, Ontario, while the remainder of the train continues to Cochrane. Each of these three parts has a sleeper. The Kapuskasing sleeper was a combination section-bedroom-roomette car. Doing it in style, we got a double bedroom. We would take this train as far as Cochrane and then transfer to another ONR train there for Moosonee.

I don't know what the consist of the train was when it left Toronto, but, in addition to the three sleepers, it had at least one extra roomette car scheduled during the hunting season for goose hunters, a couple of coaches, a diner lounge, and some head end cars. I didn't get a chance to check out the motive power at Toronto, but by the time we got to Cochrane our part of the train was powered by a CN FP-9. The Toronto Terminal should restore one's faith a bit in railroads. On a Sunday night you have your choice of a coffee shop, cafeteria or dining room—all open.

The Northland is scheduled to depart at 2000 hours—which we did and were more or less on schedule all the way. Dawn broke somewhere between Matheson and Pourquis Jct. by which time we were eating breakfast, free to sleeper occupants by the way. We detrained at Cochrane and climbed aboard ONR #421 for Moosonee, 186 miles to the north.

Train #421, known as The Polar Bear, runs three days a week most of the year. The train that day consisted of three regular coaches, a diner, the goose hunters' roomette car, twelve CN dormitory cars (old box cars made up as bunk cars) which were being used as living quarters for some geology students from Waterloo Lutheran College making a field trip, another coach for them, a few head-end cars, a steam generator car, and a dozen or so freight cars to bring the total to 31. Power was furnished by a pair of ONR FP-7's. The train even included piggyback in the form of a moving-van trailer on a flat car—the only way to move furniture in or out of Moosonee. The ONR was originally called the Temiskaming and Northern Ontario but changed its name around 1946 because the initials T&NO were the same as the Texas and New Orleans. I suspect they did this reluctantly because one of the baggage cars in this train which would not be used for interchange had T&NO lettering and was freshly painted.

Scheduled to depart at 0815 hours, we were about 15 minutes late leaving, but once we left there were no yard pickups which mixed trains often make. After a few miles of farmland we left civilization, roads, etc., for pure forest the rest of the way. With few exceptions, the speed limit is 45 mph, which was generally maintained between stations.

There are about a dozen "stations" on this subdivision. Some are just that—a station with living quarters, a section shed, and that's it. No town, no other buildings—nothing. Some of the others have a house or two, maybe even a post office. Island Falls, Mile 43.1, had a school, a made-over house trailer, which was in session as we passed through. There is also a spur to a power dam. Fraserdale, Mile 69.2, is located near another power dam and has the distinction of a highway crossing—a road that goes from Smooth Rock Falls to three power dams 40 to 60 miles northwest which are owned by the Spruce Falls Lumber Company. This is a train-order station and our only switching occurred here. I understand that the main freight business along the line, pulp, is handled primarily during the winter months. At Otter Rapids, Mile 43.1, we stopped to look at the Otter Rapids power dam, a 175 KW facility which is, or shortly will be, automated and run by remote control from Fraserdale. All of the rivers in this area flow north and there is a great power potential in the region.

About this time we investigated the dining car, the Meecham, an ONR innovation which is built with a counter running the length of the car. This setup can handle a fair volume of people, and this particular day it was taxed to capacity. At Mile 142.0 we crossed the Moose River, by then three-quarters of a mile wide. From there on to Moosonee the trees, mostly jackpine, began to get shorter and more scattered. We arrived at Moosonee a few minutes ahead of the advertised 1415 hours. It had been threatening to rain during a fair share of the trip and finally decided to let us have it as we were getting off the train. The station was a busy place with all the hunters (the majority of the passengers) getting their gear off the baggage cars and meeting their guides, pilots, or whatever, who would take them to their camps. What tourists

as there were were getting their accommodations, and the usual business of freight, express, passengers who lived there, etc., added to the activity. With only three trains a week, train time is an event.

Moosonee is a ~~town of~~ ^{about} 1000 people, the majority being Indians, and is a relatively new town having begun its growth when the railroad reached there in 1932. Instead of being the end of the line, however, it is really what it claims to be--- The Gateway to the North. The only way to reach most points on James and Hudson Bays is to fly, and most of the flights---single-engine seaplanes for the most part---start from Moosonee. The commerce of the town is pretty much geared to this and to the growing tourist business. During the summer the ONR also runs three excursion trains each week which return to Cochrane the same day and, although it doesn't leave much time for sightseeing in Moosonee, it is evidently very successful, often running 800 or more people on a single trip. There is also an army base nearby.

For the tourist one of the main points of interest is a trip to Moose Factory, the oldest town in Ontario, located on an island in the Moose River. It is a Hudson's Bay Company post and also includes the main hospital for the James Bay-Hudson Bay area and a boarding school for Indian children from those areas. Moosonee is actually 10 miles up the river from James Bay, and another tourist attraction is a boat trip out to the bay itself and to a nearby bird sanctuary. The geese seem to know they are safe as we saw a lot more than the hunters did. These boat trips are in something called a freighter canoe, an oversize canoe built to hold about ten people and powered by an 18 HP motor. Camping facilities are located on another island.

The mixed trains come into Moosonee on Monday, Wednesday and Friday and leave the following days. The tourist can either spend a night in Moosonee and go back the next day or wait for the next train. To really see the area I think the latter arrangement is preferable. The excursions in the summer run on Tuesday, Thursday and Sunday, which would add some flexibility to this. We stayed at the Moosonee Lodge, run by the ONR, having good meals and being very comfortable and quite reasonable.

This trip was a very pleasant one for us. Both the CN and the ONR operations were a credit to railroad operations as they should be run.

Because of other travel plans, I must confess that we did not take the train back. Moosonee now has an airport for land-based planes which opened this year. In addition to the aforementioned seaplanes, they now have three flights a week each way from a place called Great Whale on the Hudson Bay and Timmins to the south. The airport, with no buildings, is a dirt runway with plastic cones for runway markers. The plane, a DC-3, is primarily a freighter but has some seats---the closest thing to a mixed train in the sky you'll ever see.

* * * * *

QUOTE OF THE MONTH:

"I am not going to sit here and listen to shipper complaints for very long. And that won't be because I'm going to stop listening. It's going to be because shippers are going to stop having reason to complain." by W. H. Moore, President, Penn Central. (Talk about wishful thinking!)

HAROLD CAULKING HOSPITALIZED:

Two weeks ago our national vice president and secretary, chapter director and good friend suffered a stroke and is now at the General Hospital.

We're most happy to hear he's improving nicely, but hordes of visitors won't help a speedy recovery. So, for a while yet, let's send him our best wishes by mail either to his home at 124 Chimayo Road (14617) or to Room 614 at the General Hospital, 1425 Portland Avenue, Rochester, N.Y. (14621).

A CHRISTMAS WISH

by JACK COLLINS

I wish I could stand in the quiet of a snowy Christmas night at Caledonia of many years ago.

After the cozy warmth of the waiting room, with its air of soot-laden paint, there is a chill in the wind. A faint yellow glow brightens the curtain of soft flakes. A dozen or so expectant people gather on the platform as the trim Pacific flashes past. The screech of brakes is followed by a sudden silence, broken only by the clatter of doors. Through the snow can be seen the vestibule lights and the friendly hand that says "Welcome aboard!" Drivers slip briefly as we quickly gather speed. The smoker lives up to its name---plenty of smoke---and passengers and luggage. In fact, all three cars are full, so we head for the rear platform. Occasionally obscured by blowing smoke and steam, the white landscape disappears into the darkness. After a brief stop at Scottsville, 5260 shatters the cold night with sharp exhaust blasts in a somewhat futile effort to make up lost time on the final leg of her long journey from East Salamanca. Again there is the wind-blown melody of the whistle, the rhythmic cadence of rail joints under heavy coaches, the smoke and steam. It's cold---bitter cold---but what a ride! As with so many good things, it is over all too quickly.

I wish I could see again, even for a moment, the old truss bridge over the canal. It isn't dark yet, but all the decorations are lighted and the mantle of new snow glows in every color. In contrast, the bridge looms large and black against a clear red twilight. Hark! I hear the "Mike" picking up speed from Elmwood Avenue. A flashing of light behind the trees, a blast of the whistle for Genesee Street, a rumble of steam and steel across the bridge---smoke a red glow from the firebox; the Time Freight is on her way to Olean.

Most of all, I wish everyone a most joyous holiday season!

* * * * *

THE BARK PEELER

by DICK BARRETT

I have been lucky enough to pick up many old employee's timetables and broad-sides (poster-type timetables which were hung in stations) from New England railroads recently. So I thought this month that I would share with you some of the more interesting and unusual notations contained within these now rare documents.

Boston & Lowell Railroad - Timetable #1, June 2nd 1856:

Look out for Extra Cattle Trains on Tuesdays and Wednesdays.

Connecticut River Rail Road - On and after Dec. 3, 1855:

All trains detained overnight will keep out of the way of all regular trains whatever.

Whenever one Passenger Train takes the precedence over another, that Train shall allow three minutes for the Variation of Watches, but the Train that is behind schedule shall not use the overtime allowed by the other Train.

Boston, Concord & Montreal Railroad - Timetable #109, Aug. 28, 1877:

Engineers must see that wood is properly piled on tender.

Sectionmen must see that no wood or loose sticks are left near track.

Sectionmen must pass over the road every morning before any train, and in

case of violent rains, must be stations at dangerous points at the time the trains pass, whether by day or night.

Conductors, Engineers, Baggage men, Brakemen, Firemen, and Road Men must keep in mind that their positions are important and responsible; that the safety of trains depend very much upon their care and vigilance; that the Company expect of them gentlemanly conduct, civility and close attention to their business; that they will not permit themselves to use intoxicating drinks in any form, and when on duty, will discard entirely the habit of smoking, and will at no time, smoke about the Company's grounds, buildings, platforms, cars or engines.

All employees are expected to obey cheerfully the Rules of the Road; those who cannot do this, must not expect to be retained in its service.

Boston & Maine RR - Timetable #28, Oct. 4, 1897:

Employees are advised that, in accepting employment, they assume the accompanying risks: Each employee is expected and required to look after, and be responsible for, his own safety, as well as to exercise the utmost caution to avoid injury to others.

The use of intoxicating drinks while on duty is prohibited. Their habitual use, or the frequenting of places where they are sold, is a sufficient cause for dismissal.

All regular trains will display the number of the train in front of the headlight. Extra trains will display the letters "EX" in the headlight.

Regular freight trains will display the train number in the monitor of the caboose car, and extra freights will display the letters "EX" in the monitor of the caboose.

Station agents will see that their station buildings and grounds are kept in thrifty order; that their baggage rooms and offices are free from old paper, waste and other rubbish; that their waiting and toilet rooms are kept well washed, swept and dusted; that their urinals and water closets are closely watched, constantly cleansed, and kept scrupulously clean at all times; that their station lights are bright, and the glasses of the cages kept clean; and their platforms are kept clear of ice and snow.

All signals violently given are signals of danger; when seen by the engine-men, he will bring his train to a stop immediately, and must not proceed until he has ascertained for what the signal was given.

Portland & Rochester Railroad - Timetable #72, Oct. 2, 1899:

In cases of danger to the Company's property employees must unite to protect it.

Employees in any capacity who frequent gambling houses or places where liquor is served will not be retained in the service.

It kind of takes some of the glamour out of what we think of as the good old days, doesn't it!

Passenger Trains

Secretary of Transportation Volpe has issued his report outlining his recommendations to the National Railroad Passenger Corp. Railpax, as it is nicknamed, will take over the operation of most U.S. passenger service (other than commuter service) on May 1st 1971. The basic system outlined by Mr. Volpe was kept to a minimum to avoid burdening the Corporation with a large commitment that would make it especially difficult for it to turn a profit.

The basic system as outlined by Mr. Volpe would include a route or routes between the following cities: Chicago and Seattle, San Francisco, Los Angeles, Houston, New Orleans, Cincinnati, Miami, Detroit and New York. Additional routes would be provided between New York and Buffalo, Boston, Miami, New Orleans and

Washington.

Conspicuous by their absence were the following routes which I personally regard as essential to a balanced network: New Orleans to Los Angeles, Los Angeles to San Francisco, San Francisco to Portland, Portland to Seattle, Seattle to Vancouver, Buffalo to Chicago, Albany to Montreal and Boston to Albany.

Specific routings between cities have not yet been determined, but there is some reason to hope that the California Zephyr route will again be used, at least in the summer season.

Still to be decided is what cities enroute will be served by trains operated by the Corporation.

Interested parties now have 30 days to comment on the plan. Then Mr. Volpe will have another 30 days until Jan. 29th to make any revisions he sees fit and issue his final decision as to the initial system.

The trains which are included in the new system will have private room sleeping cars on any overnight run of at least six hours and meal service on daytime runs of two hours or more. Lounge car service will be available on any runs of six or more hours.

* * * * *

The following is stolen from THE NEW YORK TIMES of Friday, October 9, 1970. Lewis Mumford, author of pioneering works on the architecture and life of America's cities, is a member of the Harlem Valley Transportation Association.

BRING BACK THE RAILROADS

A New National Policy Is Demanded To Change Thinking On Cars and Planes

by LEWIS MUMFORD

AMENIA, N.Y. - The problems of transportation are still being discussed in such narrow terms that no adequate solution is possible. As long as we attempt piecemeal measures, aimed merely at retaining an already insufficient train schedule, or providing new equipment for a deliberately neglected suburban service, the rate of deterioration will increase. What is needed is nothing less than a new national policy aimed at overcoming the transportation crisis, which is approaching the disaster point.

Though the immediate occasion for this alarm is a local movement to improve the passenger service of the Penn Central in Dutchess and Columbia Counties, this community effort has significance on a national scale: we are in fact the spearhead of a much wider movement. Our case is important for the same reason that the rising protests against the urban devastation wrought by the National Highway program are important. As citizens, we are calling attention to a disastrous breakdown that our political and industrial leaders seem, even at this late date, to be unaware of. Instead of working to prevent a total breakdown, they are obstinately aggravating it.

As late as 1940, this country had the advantage of a many-sided, flexible balanced transportation system. This system, built originally on canal, river, and ocean transportation, was widened on a continental scale first by railroads, then by airlines between the same major cities. In addition, from 1890 on, it was locally served by a fine network of capillaries, which complemented the main arteries: electric trolleys, motor buses, steamers, ferryboats, motor trucks, and increasingly

private motor cars.

What has happened since 1940 can be put briefly. Though the railroads made important technical advances in the 1930's with electrification, diesel locomotives, streamlined trains and longer and faster freight trains, most of the improvements were confined to trans-regional or continental routes, while the necessary local services got a minimum of new equipment.

Now the attempt to make planes and motor cars the exclusive mode of transportation has placed a burden on these facilities that they cannot bear. With no alternative routes and no alternative means of transport available, breakdowns through accidents, bad weather, congestion at terminals and other bottlenecks are not merely chronic but have become increasingly serious.

Meanwhile the cheap, efficient Railway Express Service has been dismantled, though it gave door-to-door service for every kind of shipment, from a handbag to a furniture set.

It is time to recognize that exclusive use of the jet plane for long distance travel, even apart from its environmental depredations, has proved it both a costly and extremely inefficient agent of mass transportation: the theoretic speed between air airports does not indicate the actual speed through their remote location, plus delays, pile-ups, and unfavorable weather; and the costs of achieving that speed in the way of human wear and tear, of noise and smog, must now be seriously questioned.

As for the motor car, the private traffic poured into the central business areas daily by the subsidized expressways has proved as inefficient as it is extravagant, since a single railroad line can carry ten times more passengers per hour in ordinary service than an expressway.

But this is not all. The freedom of movement which even the poorest inhabitant enjoyed in the period before 1940, that is before electric urban trolley lines were abandoned and short distance railroad passenger service was curtailed as unprofitable, no longer exists. Today there is no cheap means of transportation except in the old subway lines of big cities; and in many cases no transportation at all: witness the plight of the poor minorities in many cities, unable for lack of a motor car or a bus service to find work in other areas.

Almost twenty years ago, observing this situation, I said: "If we allow the railroad to disappear, we shall have to reinvent it again"---if only to make the highways safe again and prevent the whole country from being paved with concrete.

But while we await the necessary national and regional programs for recreating a balanced, many-sided transportation system, it is vital that a start in the right direction be made with the existing facilities.

Not merely, then, must our leaders provide a program for regional resettlement; but each minor act of renewal or rehabilitation must be directed to this wider end. Already, industry and even corporate business have begun to move back again into the once purely rural areas everywhere.

To facilitate this change the maintenance of adequate, unified public transportation both by railroad and bus is essential. We are not asking for stopgaps: we are demanding that this local improvement to ~~beneconsidered~~ be considered seriously as only a first step toward a large-scale, long-term plan still to be formulated.

TANTALIZING TIDBITS

by ARLENE KOSCIANSKI

The CPR now wants Ron Ziel and the other owners of the Royal Hudson to have her returned to operating condition (at the owners' expense) before the railroad will settle on operation. The work will still be done in CPR shops, though. Ron still has his tank engine (at Meadows) and George Foster still has his tank (in Brooklyn).

The Long Island continues to run long freights. Art Hunecke reports MA Extra West on October 19 with the 1519 and the 1520 had 135 cars, most of them empties, of course. He noted that some of the New York Trap Rock Co. hoppers in the train bore building dates of 1913 and 1915.

M-1 destination signs (LIRR) remain a source of amusement to observers. Most of them look like just some crumpled paper, but these are relieved by occasional ones with station names, about half of which are upside down. The ones with printing come in great variety---black lettering or red lettering on white, white on blue, etc. When printing appears, it is often quite inappropriate---"No passengers" on a crowded commuter train; "Babylon and Great Neck" on a train standing on a Floral Park Station; "Belmont Park" (which has low level platforms) on a New York-bound train. But then lately it seems that there are increasing numbers of cars with the destination sign light not lit---maybe it's best that way.

A press release received from George Foster announces that the Southern Pacific has moved one step further along in its plan to eliminate passenger service. The Sunset Limited, which has been stripped of all the amenities of long distance rail travel (diner, sleepers, etc.), is now to make a step forward to achieve a step backward. Sleeping, dining and lounge cars will be restored to the trains, which will now run only three times a week. George feels this is part of a carefully prepared play to eliminate the train completely.

The following item is just as it was printed in the NEW YORK TIMES on September 25, 1970, page 25: INCIDENT OF SCARED DANCER LEADS TO TRAIN DERAILMENT---Grand Rapids, Michigan (UPI)---Six cars of a 100-car freight train were derailed after somebody shook up Miss Mary Hecox, a go-go dancer. The 24-year old Miss Hecox, who dances in a local night spot, was driving home when she noticed an automobile following her, the police said. She tried to lose the car, but it struck her vehicle in the rear and forced it onto a railroad crossing, where it stalled. A policeman came by and used his flashlight to flag down an approaching 100-car Chesapeake and Ohio freight train." As the NEW YORKER would say - this article, reprinted in its entirety.

(All the above items from the Long Island-Sunrise Trail Chapter "Semaphore" of Nov.)

Details are still few and far between, but a serious derailment occurred on the CC&O near Green Mountain, N.C., in the early hours of October 25th. Although the line is controlled by CTC, a coal drag and another freight ran headlong into each other, killing two of the crew. It is reported that a fire resulted and that several units rolled into the Toe River. This unfortunate accident necessitated that the Autumn Leaves Cannonball for the 25th operate only as far as Spruce Pine, N.C. (from the Augusta Chapter "Cinder Snapper" for November.)

Canadian National Plans Candid Freight Cars - Now you won't need a scorecard to know what's being carried in those long lines of freight cars. CNR, the government-owned carrier, said it plans to paint illustrations on one side of its cars to show the kind of merchandise that each hauls.

A car carrying newsprint, for instance, will be covered with the enlarged nameplates of about 20 Canadian daily newspapers. An apple with bright green leaves

will adorn the side of insulated cars carrying fruit and produce. Chemical formulas will denote a chemical-carrying cylindrical hopper car. A 20-foot steer will proclaim a refrigerator meat car.

Canadian National said the illustrations are intended to make the public more aware of the expanded role of freight transportation.
(from Tacoma Chapter's "Train Sheet" of November)

Santa Fe Will Acquire 2,550 New Freight Cars - Atchison, Topeka and Santa Fe Railway said it will acquire 2,550 new freight cars at a cost of about \$50 million.

John S. Reed, the railroad's president, said 400 mechanical temperature control cars costing about \$13.5 million will be built at the company's freight car shops at Topeka, Kansas, and the remainder will be acquired from domestic car builders.

A Santa Fe spokesman said bids haven't been let out yet on the railway car contracts.

Mechanical temperature control cars are heavily insulated and have a self-contained diesel-powered refrigerating plant.

(from Tacoma Chapter's "Train Sheet" of November)

Penn Central recently announced that because of severe shortages of locomotives and cabooses it cannot handle much more traffic than it is now moving. Yet the carrier contends it needs more traffic to help it recover from bankruptcy.

Chesapeake and Ohio reports profits of \$34.7 million in the first nine months of the year.

Illinois Central's bid to abandon passenger service between Chicago and Springfield, Illinois, was turned down by ICC. They were charged with deliberately downgrading service by running old equipment and maintaining inconvenient time schedules.

New Haven commuter line, hauling 25,000 commuters daily, is now owned by the states of New York and Connecticut. New York will pay Penn Central more than seven million dollars for NH lines within the state. Connecticut will pay about one million a year for 60 years. Penn Central will also get \$100,000 a year for managing the operation.

The New York Metropolitan Transportation Authority has agreed to take over the Hudson and Harlem Divisions on January 1, 1971. The agency plans to order 80 new commuter cars for use on the runs next summer, and plans to buy 100 old PC cars for immediate use.

The Ma & Pa may cease operation. The Funkhouser Division, GAF Corporation, announced that rather than comply with costly anti-pollution requirements they would close their operation possibly within six months. This quarry operation has always been the Ma & Pa's largest shipper and is located at Slate Hill, Pa. A Ma & Pa official was quoted as saying "The railroad might just have to cease operation if Funkhouser quits." If this comes to pass, the other principal shippers, Green Marble Quarry and Philadelphia Electric's plant on the new branch line at Peach Bottom will be completely without rail service. - "Cinders" Phila. Chapter.

(The above six items from Lancaster Chapter's "Lancaster Dispatcher" of November)

There's no doubt that the D&H provides the most colorful sight on local railroads as its shiny silver, blue and yellow "Laurentians" wend their way through town and countryside. But until now D&H has maintained a very business-like dark brown or green on its two plush business cars, Nos. 200 and 500. However, even these are to receive the brightness treatment and are being repainted in the railroad's standard yellow, blue and gray color scheme. Not that you'll have to look twice to see which end of the train is the locomotive. We think they'll look good.
(from the Mohawk & Hudson Chapter "Call Board" of November)

WHAT DID HE SAY? - The following bit of colorful railroad jargon dates from the days when a fireman's job was to tend the fire, and his chief asset was a strong back. Source unknown. The Editor found it in an old scrapbook and will be glad to print a translation next month if anybody sends one in.

"You've been a railroad man for forty years, Mr. Purdy. Can you tell me just how the Old Ninety-Seven was wrecked?"

"Sure, son. That's railroad history. I remember it just like it was yesterday."

"Thanks, Mr. Purdy. I've always wanted to know the inside story. I've heard so much about it."

"Well, they rolled the old Armstrong out of the pigpen and started through the garden. The dinger handed the hoghead the flimsy when the grunt told him the air monkey and the car toad had okayed the run with the jambuster. He asked the grunt to keep his eyes on the paddles and use the company notch plenty, though they worked mostly on smoke signals, like the High Grass line. He didn't want any cornfield meet on the main iron, and a burnt jewel meant freezing the plazer, of course."

"Of course, Mr. Purdy."

"The car-knocker cooned it over the gons, and when they got near the gate at the end of the alley, he swung off the clown wagon. They had a boiler wash that run that could make any hog die game, and when they hit the first high-daddy she was carrying the white feather and fogging from the niggerhead. They didn't use any breeze those days, so the donikers on the reefers didn't have to look out for a dynamiter, you understand."

"Naturally, Mr. Purdy."

"When she started to churn on the high iron, the grabber told the groundhog he'd never get the chair on the Indian Valley Railroad. They had binders with a shack on every fourth, except for one boomer in the strawberry garden with a bug torch. That was standard practice."

"Sure, Mr. Purdy."

"It was a mixed train, and a couple of monkeys in the top dresser drawer of the crummy laughed when they thought of the Zulus in the varnish. In those days the hogs weren't jerkers, and, besides, this one was a muzzle-loader. The tallow pot was using real extate, so he had to work the jay bar plenty to maintain schedule and dodge the brownies. When the guns went off under the mud suckers, the king snipes were chasing the gandy dancers off the ribbons a half a mile ahead. They were sure going to be glad when they pulled the pin at the end of the run and put the soft-bellies in the garden, and you can bet the whistle-pig's thousand-milers were going to be as black as a soft diamond special."

"Gosh, Mr. Purdy, that was exciting. You sure made me see the whole thing."

"Hold on, son, I ain't got her out of the yards yet!"

(This was copied with joy from the Mohawk & Hudson Chapter "Call Board" of November. My thanks to editor Joseph Thompson for digging through old scrapbooks. I found eleven "now ones" that I couldn't define. How was your score?)

The Setesdal railroad in Norway is probably one of the most unusual railroads in the whole of Europe. It is no longer connected with the venerable Norwegian State Railways, but is run on a voluntary basis by members of the "Setesdal Railroad Hobby Club". And it is one of the few railroads in Europe that still has steam power left.

Opened in 1896, the Setesdal railroad connected Kristiansand on the sunny South Coast with the secluded Setesdal mountain valley, its terminal station being the village of Byglandsfjord on the lake bearing the same name. It was built as a narrow-gauge railroad (1067 mm), but in 1938 the line between Kristiansand and Grovane (12 miles) was converted to normal gauge, being part of the South Coast railroad between Oslo and Stavanger.

The Setesdal railroad between Grovane and Byglandsfjord never made a profit, and the Norwegian State Railways decided to close down the entire railroad in 1962. This caused such an outburst from Norwegian railroad fans that the elders in Kristiansand---probably knowing a good thing when they saw one---offered the protestants to run the railroad as their own, locomotives and all. This is exactly how the Setesdal Railroad Hobby Club was formed.

Since 1964 the Hobby Club has been running their own train every Sunday from June to August, from Grovane to Beiholen and back, a distance of 4.7 kilometres or about 3 miles.

Club members act as engine drivers and conductors. A junior club with members aged from 12 to 18 are responsible for the cleaning of the road equipment. If you travel as a passenger on this scenic railroad, and you wish to take photographs en route, just call the conductor---the odds are that everyone wants to join the act!

How do they get money to run it? You may become a member of the Hobby Club at 10 kroner a year (juniors 3 kroner), or you may buy a railroad certificate at 5 kroner, or buy color postcards for family and friends. If you want to join or want further information, including an illustrated folder, write to Setesdal Railroad Hobby Club, V Strandgate 23, Kristiansand, Norway.
(from Charleston Chapter's "The Best Friend" of November)

Combination Locomotive and Switchman - Can EMD Better This One?

In these days of fancy electronic gadgets that have been applied to railroads, it is refreshing to see some old-fashioned horse sense applied to a problem. Maybe the American railroads with their excess manpower and the locomotive manufacturers can take a hint from the Orissa Cement Ltd. plant in India. They needed a switch engine to move cars in and around their plant. It just so happened that at that very time a nearby hunting preserve was being broken up and a large stable of elephants were for sale. Being economy-minded, the cement company purchased several of the beasts and put them to work moving cars at the plant. Elephants are naturally handy with their trunk so the cement company found a way to do away with the switchman by teaching the elephants to throw the switches with their trunks. You might say they are truly switch-engines.

(from the St. Louis Chapter "Gateway Railletter" and Pacific Northwest's "Trainmaster")

A roadway improvement project in May 1969 brought Moraine, Ohio, (where?) the first of two rubber grade crossings within the city. The 24-foot wide, two-track crossing was installed by the Baltimore and Ohio Railroad as its share of the joint project. The flexible materials were purchased by the City of Moraine (?) at a cost of \$4,172.66. Manufacturer of the crossing was the Goodyear Tire and Rubber Company. The rubber railroad crossing assembly is flush with the rails and will maintain the relationship, not deform to become bumpy like a traditional crossing. Relatively simple to install, the crossings do require good workmanship for the initial installation. The rubber crossings have proven to be much smoother than the timber crossings they replaced. (from Pacific Northwest Chapter's "Trainmaster" of October)

During the Christmas holidays Buffalo Chapter has a display of railroadiana for public viewing at the new Erie County Savings Bank at the south end of the Main Place Mall. The show includes a beautiful new model railroad layout by the Buffalo Model Club and an outstanding display of photo material loaned by several Chapter members. It is hoped that such projects will attract public interest in the rail industry and Chapter. Try to visit our fine display during the holidays and view the beautiful locomotive headlights, number plates and other "hardware" sponsored by the Chapter.

Former (Buffalo) member John C. Hanbach writes from Africa - "Beautiful country and excellent trains. Even main line has several hundred miles of steam. Also had steam in Rhodesia. Will check on Mozambique in a couple of weeks. Our year in Southern Africa is going very fast."

Just reviewed is NEW YORK CENTRAL RAILROAD, Volume 2 of Semaphore Records, First Collector Series. The recordings contained in this record were recorded by John M. Prophet, III, in the late 1940's and early 1950's, and needless to say, they are terrific. Memories were returned of our all-night visits at Bay View tower, watching steam on three railroads while John wire recorded the wonderful sounds. We strongly recommend this fine record, available thru Semaphore Records, P.O. Box 212, Pottstown, Pa. 19464.

Visiting New York and New Jersey - by Frank Czarnocki: I went to the South Amboy engine house and saw two GG-1's with PC names on them and two E-44's with the PRR keystone. Also near the engine house there was a group of MU cars, some in Pennsy colors and some in new colors. There are still coal and water plugs at South Amboy engine house ready to service steam. Near the station they still use manually controlled crossing gates. July 19th I went to ride the SS Alexander Hamilton. I noticed that the Seatrain Lines have a new pier between Hoboken and Weehauken, N.J. Also saw two ex-PRR tugboats painted green with PC on their stacks, the "Indianapolis" and the "Akron". The Circle Line has purchased a barge from the New York Central and it's at the Day Line pier. The NYC emblem is still on it, along with the name Circle Line, making "New York Circle Line System". The rumor is that the SS Alexander Hamilton, the last sidewheeler on the Hudson River, will not run after 1971. She'll be replaced by a diesel boat now being built. I would strongly urge anybody who plans to go to New York next year to ride her.
(The above four items from the Buffalo Chapter "Airpump" of December)

A possible up-coming High Iron-sponsored excursion next February would run over D&H rail from New York to Montreal and return behind NKP #759.

The grand old lady, CN's #6218, will definitely be retired in the fall of 1971 and will then be placed on display in the lobby of Toronto's new Union Station, still to be built.
(from the Champlain Valley Chapter's "Shortline" of November)

The December meeting of the Buffalo Chapter was an absolute delight in spite of a blinding storm that tripled the driving time from Rochester. Geof Gerstung showed his fantastic collection of Christmas-card slides with appropriate background music provided by a great tape made by Harry Dreifus. Jim VanProcklin's and John Prophet's steam films from the 40's and 50's were equally fantastic. It certainly looked wierd, though, to see those early diesels run over the track pans.

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

Editor: Peter E. Gores
468 Holt Road
Webster, N.Y. 14580

Asst. Ed. Arlene Koscianski
Circulation: Pete Arras

Reporters:
Dick Barrett
John Woodbury