

# NATIONAL RAILWAY HISTORICAL SOCIETY

- Rochester Chapter -

## THE SEMAPHORE

Vol. XI

January 1970

Vol. 9

JANUARY MEETING will be held on Thursday January 15, at 8:00 PM sharp, at the Chapter quarters at 49 South Ave., Rochester. On the agenda for the evening will be discussion of the display for next years county fair, the possibility of an auction of railroadiana at a future meeting, the possibility of the chapter producing a small booklet about the L.A.&L. Railroad, as well as anything the members want to bring up for discussion. The program for the evening will be by member Dick Pearson on the Wellsville, Addison & Galetton and its predecessor the Buffalo & Susquehanna. So bring a quest there will be fun and enjoyment for all.

DECEMBER MEETING was called to order at 8:10 PM by vice-President Peter Gores presiding for President Gerry Hott who was out of town on business. Minutes of the previous meeting were read and approved as read. Our treasurer Greg Sullivan reported that we were still solvent and for the members to get their annual dues paid for as they are payable now.

Anyone who knows where we can have addressograph plates made up cheap or for nothing is asked to contact our secretary. Also needed is a supply of mimeograph paper.

Pete Gores expressed his thanks to all those who have helped with recent issues of the Semaphore. Articles from members and other sources are always welcome.

E. Lewis Pardee our National President has urged all members as private citizens to write their congressman and urge them to support bills in congress urging the government to help in subsidizing and buying equipment and their leasing such equipment to the railroads. (addresses will be on another page.)

More and more volunteer workers are needed for 'YOUR' railroad in the year 1970 on the L.A. & L. We say your railroad because our chapter owns stock in it and that it is located only 20 miles short of our chapter quarters. Anyone willing to help please contact Pete Gores at the next meeting or write him at 468 Holt Rd., Webster, N.Y. 14580. So get out and help out at Livonia this coming year. They will let and show you what has to be done.

It is planned and expected that several new committees will be formed in the coming year to make the working organization of the club more effective and have more members actively participate in its activities.

Geoffrey Gerstung who is on the Trip Committee of the Buffalo Chapter stated the our clubs will probably sponsor a steam trip in Canada behind 6218 some Sunday this May. Arrangements are now being worked out with the CN.

Waldo J. Nielson presented a new list and map showing abandoned railroad rights-of-way in New York State. Mr Nielson was our only guest of the evening. It is hoped that he will soon join us as a member.

The application of Arlene Koscianski was voted on and was accepted for membership. We all know Arlene as an avid railfan for years and proudly accept her as our first women member of our group.

Meeting was adjourned at 8:35 PM. Following the meeting Dick Barrett showed us slides of two trips to Calif. in 68 and 69. Over six thousand miles of railroading. Dick's impressive show was well received by all present.

Respectfully submitted,

Leon D. Arras, Sec.

### WELLSVILLE ADDISON AND GALETON RAILROAD

1956 to ??

Sometimes in order to get the proper prospective it is necessary to look at a problem from someone else's shoes. Imagine turning the time machine back to Jan. 1, 1956. You have just spent \$250,000 and besides a kingsize hangover you are now the proud owner of a 97 mile railroad.

Your shops and main offices are located at Galeton, Pa. The six stall roundhouse, shops and yard are along the Pine Creek Valley west of town. The former owner (B&O) has changed little since the shops were built by the Buffalo & Susquehanna (1894-1895). Stations and water tanks are strung out along the line which passes through a scenic but sparsely populated section of northern Pennsylvania and southern New York. The main terminals of the line are located at Wellsville, N.Y., Addison, N.Y. and Galeton, Pa. At the first two you interchange freight with the Erie. At Ansonia, Pa. there is a connection with the N.Y.C. (PC) and at Newfield Jct. (Pa) an interchange with the Coudersport & Port Allegany R.R.

Motive power consists of six 2-8-0's hand fired with power reverse, B&O class E-6c, originally built for the B&S by Brooks (1904-08). The nearest thing to a water level route is a small section of track along the Genesee River. Elsewhere the grades are steep. A 16 car train to Wellsville has to double the hill from Pusher Siding, Pa. to Cutler Summit. To get a 26 car train from Galeton to Addison requires double heading.

If you have any hope of making a profit there is no choice but to dieselize. In 1957 six used center-cab switchers are purchased from the Ford Motor Co. (1000 H.P. GE 1935) is borrowed from the Unadilla Valley R.R. Additional help arrives in the form of two 500 H.P. (Whitcomb 1948) units formerly on the Rock Island.

Since the last passenger train ran Galeton to Addison 11/19/49 your only other need is freight cars. Most of these outside braced wood-sided cars are purchased from the Boston & Maine. The first all steel cabooses on the line are acquired from the Erie.

The primary source of on line revenue is the tanneries at Elkland and Wellsville. This led to the adoption of the roads nickname 'The Sol Leather Line' which appears on its box cars. Traffic on the 14 mile section between Elkland and Addison is scarce and is abandoned in 1960. In

In 1964 the W.A. & G. grows another 16 miles by purchasing the Coudersport & Port Alleghany R.R. Our time machine is rapidly catching up with 1969. The outlook is one of gloom and uncertainty. Your primary source of motive power is or has approached 30 yrs. of age. The Coudersport & Port Alleghany Line plus a 36 mile section from Wellsville to Galetton is up for abandonment. Only three of six center cab switchers remain in service. If you were in charge of the WA & G What would you do, beside changing your name?

Dick Pearson

This should give members some background into Dick's upcoming slide show this month (ed)

### RAILROAD NEWS

As of October 26th the Penn Central doubled its New York to Washington Metroliner Service with the addition of six additional trips.

Speaking of the Metroliners, the PC has printed a weekly bulletin to be used by the passengers of the trains. It is printed in two editions one for northbound travel and one for southbound. The pamphlet serves both as a magazine and a travel guide. This booklet is similar to one that is published by the Canadian Pacific and used on the 'Canadian'.

The Erie Lackawanna is complaining bitterly to the ICC that Penn Central has been ruining its business by cutting the number of New Haven trains into the Maybrook, N.Y. yard in violation of the conditions of the merger designed to protect the EL. The PC states that the Erie has caused its own troubles by having their trains late for PC connections and by having them improperly blocked for fast addition to PC trains. The Central's actions have not reduced the level of service at Maybrook, they claim, but have simply been adjusted to meet the quality of service the Erie provides. (The Call Board- Mohawk and Hudson Chap.)

Progress has been made on plans for the State governments to take over the New York City end of the New Haven R.R. so they can get started on the needed improvements in the New Haven commuter service. The deal involves leasing tracks from Grand Central as far as Woodlawn to the MTA, selling the line from Woodlawn to Portchester to New York State, and leasing the stretch between Portchester and New Haven to Connecticut. Penn Central will operate the commuter service into New York for a management fee of \$100,000 per year. (CALL BOARD\* Mohawk and Hudson)

Because of certain delays in by the railroads in applying ACI Automatic Car Identification the new deadline has been set ahead six months to July 1, 70 in order to allow the railroads more time to apply the stickers that will eventually speed up car classification on major railroads equipped to use it.

It seems that about a month ago a car was seen heading west-bound on the PC's Hojack line through Webster, N.Y. at about ten miles an hour and travelling alone, with no engine or caboose. The Webster Police Dept. sent patrols to guard the Holt and Hard Rd. crossings. At the Hard Rd. crossing, Off. Gene Magrin hopped aboard and stopped the car by using the hand brake. About another mile and the car would have

been on a steep four mile grade which brings the line down to the level of Lake Ontario. For two days it was a mystery as to where the car came from. It was finally realized that the brakes of the car were released while it was on an old coal trestle in the village of Webster.

#### MESSAGE FROM PRES. PARDEE

A telegram was sent from our National President E. L. Pardee to Chapter Director Harold Caulkins asking him to ask each member as a private citizen to write their respective congressman asking him to support certain bills in Congress that would preserve and improve passenger service in the U.S.

WRITE

Sen. Charles Goodell-NY  
Senate Commerce Committee  
Washington, D.C.

and

Rep. James Hastings  
House Interstate & Foreign Commerce Committee  
Washington, D.C.

#### NEW BOOKS

Bill Gordon writes to tell us of three new books which will be coming out in the near future

NEW YORK STATE RAILWAYS, by Sheldon King, Rochester, Syracuse and Utica lines. Including Oneida Line, Rochester & Sodus Bay, and Rochester & Eastern to Geneva. 114 pages, 100 photographs, 9 maps, timetables, transfers 8½x11, \$3.50

PITTSBURG, SHAWMUT & NORTHERN, by Paul Pietrak, (wrote Buffalo & Susquehanna Book) 200 steam pictures, \$3.75.

#### INTERNATIONAL RAILWAY COMPANY - 90 YEARS OF BUFFALO RAILWAYS -

In three divisions, Buffalo, Niagara Falls & Lockport, ten suburban lines and five interurban lines out of Buffalo. Also Niagara Gorge Route, Lewiston & Youngstown Ry., Niagara Falls Park & River Ry., Chippewa to Queenston, Ont., Buffalo and Lake Erie in brief. Ni-speed line to Niagara Falls. 2000 cars over 900 photos, 148,000 words. To be out by April 1st. 560 pages

Ed. note We in the Rochester Chapter should be proud to have a member such as Mr. Gordon, whose reknown as a writer and authority on trolleys is nationally recognized. This latest book is surly a tremendous accomplishment. I will be eager to buy and read it when it is released.

#### MOVIE REVIEW

Quite a large crowd including many members of the Chapter and the various model railroad clubs were on hand at the Eastman Theater on January 6th for Thayer Soule's presentation, "RAILROADS ARE FUN!" The

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## THE HOTT BOX

Hello again! Sorry to miss the December meeting. While you were meeting I was working at a certain railroad yard in Macon, Georgia. It was quite an interesting two weeks. I hope to have some pictures to share with you before long - the yard itself and some unusual rolling stock. Macon is "home" for a daily mixed train operated by the Georgia Railroad, but I couldn't get a day off to ride it. On the way back I did get a brief look at the Stone Mountain Railroad east of Atlanta.

After Christmas I had the opportunity to visit the yard of the Akron, Canton and Youngstown Railroad in Akron, Ohio. The A.C. & Y. is one of the few railroads to still maintain its corporate identity after being taken over by the N & W. A.C. & Y. once had a fleet of Fairbanks Morse "baby Trainmasters" for its motive power, but I was told that these have been scrapped. Only two switchers still bear the railroad's own name -- one at Akron and one at Brewster, Ohio. The rest of the motive power is strictly N & W, but the original "big hook" and the "new" (ex-New Haven) cabooses still sport a big "A C Y". Two ex-Lackawanna head-end cars in N & W blue were serving as work cars.

### Coming Attractions

SUNDAY, JANUARY 25, 1970 - Upper Canada Railway Society

STEAM train to Stratford. Leave Toronto 9:00 A.M., return to Toronto 6:20 P.M. Adults \$12.00, children \$6.00. Send certified check or money order ONLY to: TRIP COMMITTEE Upper Canada Railway Society, P. O. Box 122, Terminal "A", Toronto 116, Ontario. (Tickets bought on the day of the trip subject to 50¢ surcharge.) Light lunch and beverage service available on board the train. 6218 up front!

SATURDAY & SUNDAY, FEBRUARY 21, 22, 1970 - East Broad Top R.R. - Shade Gap Electric Ry.

WINTER SPECTACULAR! Many special trips to include narrow gauge steam, narrow gauge Brill doodlebug, and various standard gauge city and interurban cars! Orbisonia, Pa. Additional motel accommodations available at Mt. Union, Pa. (a few miles to the north) and at Ft. Littleton (a few miles to the south at the intersection of the Pennsylvania Turnpike and U.S. Routes 522 & 30). Reservations in past years have been sold out. We will try to have more information at our next meeting.

FRIDAY, MAY 1, 1970 - Rochester Chapter Banquet

The Carriage House - Paul Road near Baush & Lomb plant. Following the dinner, Mr. E. Carrington Eddy of Fairview, Michigan, will present a program of his beautiful 16 m.m. color films - excellent entertainment for the whole family.

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film included several short lines, the circus museum train from Baraboo, Wis., some ancient footage of the N.Y.C. in Rochester and elevateds and subways in New York City, a trip on the Santa Fe's Super Chief with a stopover at the Grand Canyon, Disneyland, San Francisco cable cars, the California Zephyr back to Colorado, and last but not least, the D. & R.-G.W.'s Train to Silverton. The show was received well by both railfans and Daisy-pickers alike. It seemed that quite a lot of people still think RAILROADS ARE FUN.

#### MORE RAILROAD NEWS

Bill Gordon informs us that the D.L. & W.'s station at Wallace, N.Y. that your editor noticed being cut up in sections and put on a truck will be rebuilt into a home for Mr. & Mrs. Morin of E. Bloomfield, N.Y. Mr. Morin is looking for railroad artifacts as well as the original sign off the station. (Anyone know who BORROWED it).

It seems that the PC is having a hard time lately keeping its train on the track. The Rochester area has been the scene of two major wrecks in recent months. It seems that all the money the railroad is using could be put into improved trackage and reduce some of these accidents.

#### AN APOLOGY

Your editor left out an important acknowledgement from last months SEMAPHORE, and would like to add it into this months edition. I am referring to the informative and interesting talk given to the members by Mr. Charles Bailey, on railroad signals and communication. It is hoped that in the future our Chapter can have similar talks.

#### EDITORS PAGE

I suppose this is the best place for your editor to air a few of his ideas. Since being your editor I receive the publications of various chapters around the country and of course receive many ideas. In the first paragraph of this month's Semaphore the possibility of an auction in the future was proposed. Various chapters around the country have found them to be both enjoyable to its members and profitable to both members and chapters alike. Two methods are primarily used to run the auction. One method is that the chapter takes all the profits and the items are donated to the club to auction. The other method gives the owner the option to donate if he wants to, but that the club receives only a certain percentage of the sale, usually 20 to 30%. Also the owner has the option to set a minimum if he wants to. So lets here your ideas at this months meeting.

Also talking of next months meeting why not bring your wife along, she may come home thinking either that we are not as nuts as she had thought, or believing we are all ready for the nut house. With this last remark I close for this month. I hope to see you at the meeting. Don't forget to sent your news items and stories to me as soon as possible.

Peter E. Gores  
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