



THE SEMAPHORE

ROCHESTER CHAPTER

N. R. H. S.

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No.

JUNE MEETING will be held at the chapter quarters Thursday June 18th at 8:00 PM sharp. This being the last meeting until September it would behoove all members to try a make this meeting, for many important matters will be up for dicussion. After the meeting the chapter will be given a rare treat by our ex-president Jim Van Brocklin, now of Buffalo, who will show us some of his great movies on Norfolk & Western and Reading steam power. Jim says he will probably bring sound for the show. Need I say more. Bring a friend for our last meeting of the season.

MAY MEETING This is the first year that the treasurer has reported a profit on our annual banquet. Although it amounted to only about 50¢ a person it was a change. We had 117 people attend which was a goodly number comparing above most previous years. President Hott wished to thank all who helped make it such a success.

On the subject of banquets the mation was made and seconded that Jerry Hott look into the prospect of Trenholm East as a possibility for next years banquet on May 1 or May 15. We should be considering somewhere for next year now or we will be left without any place and most places are already booked for next year. Motion was made and seconded that a letter be sent to Mr. and Mrs. Eddy for their great efforts on furnishing us with the banquet program this year. It was also voted that the group send him a copy of member Bill Gordon's excellant new book 90 Years of Buffalo Railways as a token of appreciation.

Our treasurer Greg Sullivan mentioned the Special Fund which has

been idle for a year. It was understood that a plaque was to be purchased for our trolley car at Albany. The subject was referred to Rand Warner as he is the best informed on the subject.

L.A.&L. depot up for discussion again. Only 1/3 of the depot is yet to be painted. Volunteers are wanted to finish the project. June 13 was picked as the day by Dich Pearson who is organizing this years work crew.

Our incorporation will cost about \$150.00. A certificat will have to be prepared a five persons signa tures as incorporators must be afixed to it to have it approved in Albany.

Harold Caulkins reported on the Spring National Directors meeting held in Shelborne, Vt.

Don Cook, State Assemblyman and member of the railroad committee, has contacted the Penn Central for us and it looks good so far for the Fallbrook trip. It will start at Buffalo with the usual pickup along the line. The Rochester stop might be at the Regional Market on Jefferson Rd. rather than downtown.

Minutes of the previous meeting were read and approved as read. Our treasury was still in the solvent stage.

Thirty-nine members and friends attended. Attendance of late has been excellent. Meeting adjourned at 9:30 PM

Following the meeting member Charles Rosengren presented his movies of trips and other related RR scenes taken around the country an interesting program for steam, diesel and trolley fans.

Respectfully submitted

Leon D. Arras, Sec.

GOVERNOR'S LOUNGE

HISTORY OF THE LEHIGH VALLEY IN NEW YORK STATE

The very earliest mention of a railroad under construction in 1853 was though Mendon.

In 1868, the Tithaca and Towanda RR was incorporated and in 1869 was started and soon completed into Sayre from Ithaca. Thus connections were made with the newly arrived Lehigh Valley RR, which on September 6, 1869 had entered Waverly, NY from Tunkhannock Pa. as a project of the Pennsylvania and New York RR and Canal Company, which had been acquired by the Lehigh Valley.

In 1870, it was realized any extension was needed to the west and on May 6th, the Geneva & Ithaca RR was organized in Ovid. The following were chosen as directors: Thomas Hillhouse, William Hall and Frederick W. Prince of Geneva, Robert J. Swan of Fayette, C E Syre of Varick, H M Steele of Romulus, I E Johnson of Ovid, C H Parshall and J C Hall of Covert, N Noble of Ulysses, C N Titus, A H Greeg and John Rumsey, the latter three from Ithaca.

Work soon began and continued from both Geneva and Ithaca. On September 12, 1873, the work gangs met at Romulus. The last spike thus completing the road was driven in by C N Titus, company president in Romulus.

Ceremony attending the driving of the last spike was a real event in those days. That day, September 13, 1873 was an important day for Ithaca Geneva and Romulus. It is said that 1200 invitations to attend were issued by the Directors. At 10 o'clock in the morning, a train of six cars left Geneva for Romulus. The train was made of "platform" cars fitted with plank seats. One car which was reserved for women and distinguished guests was named the "City of Romulus". The train driven by the engine "C N Titus" was in charge of Daniel Colburn, conductor and David Boucher as engineer. Profusely decorated with flags, wreaths and flowers, the "C N Titus" had mammoth bouquets of flowers on both sides of her pilot and cowcatcher and the brass and steel trim were polished to a dazzling brilliance. Stops were made at nearly all the railroad crossings to take aboard residents of the countryside who were excitingly looking forward to their first trip by rail. The trip from Geneva to Romulus was made in about an hour and fifteen minutes.

About fifteen minutes after the arrival of the Geneva train the directors train signaled its approach from Ithaca and soon the two engines faced each other, pilots inches apart. Soon another train arrived from Ithaca with about 700 people aboard.

The ceremonies were held just south of the Romulus station, where a stage covered by a arch of roses and evergreens, had been erected. About the stage stood 18 young women, dressed in white, wearing pink gauge scarfs, to which were attached white satin badges, bearing the inscription, "Welcome Geneva and Ithaca".

Robert Steele of Romulus, one of the directors of the road, presided. Speakers included President Titus of the road, Ezra Cornell, president of that university, Speaker Bostwick of the New York State Assembly, and Frederick Prince of Geneva, director of the road, and a very prominent industrialist of that day. After ceremonies, the "last spike" was removed and presented to Ezra Cornell and is said to have been in possession of Cornell University up to at least the last time mentioned, 1925.

First accident of the Geneva & Ithaca Railroad occurred on October 2, 1875, when two construction trains collided. Several "platform" cars were smashed and a number of the workers had narrow escapes from injury.

Those were the days of tight money and the road had early financial difficulties. It was related that one company which had erected three bridges for the road was unable to secure compensation for the work done and soon after the opening of the road, it was advertised for sale in order to meet this demand of payment. The Lehigh Valley RR made a bid of \$50,000 to take over the Geneva & Ithaca RR, which was accepted and it soon became part of the Lehigh Valley.

In 1871, the Geneva Ithaca & Sayre RR was under construction building through Van Etten. In 1876 this road acquired the Ithaca & Towanda RR.

In 1873, we find an Ithaca & Athens Branch RR in operation. In 1871, it had been re-organized from the Ithaca & Athens RR which had just come into existence. But there was so much bonded indebtedness of the two companies left over, that the road was sold under foreclosure to the Lehigh Valley, September 30, 1876.

On April 14, 1890, the Geneva Ithaca & Sayre RR merged the Ithaca & Athens and the Geneva & Ithaca into one railroad and immediately acquired the merged roads on this date.

It had been understood for some time that the heavy grades of the Ithaca & Geneva RR were not conducive to the movement of heavy freight trains. On March 7, 1890, the Geneva & Van Etnenville Railway was organized to build along Seneca Lake to meet the Geneva Ithaca & Sayre RR at Van Etnen and take advantages of that routes' better grades to move heavy freight trains. The construction of the Geneva & Van Etnenville Ry started in 1890 was completed in 1892, at which time the Geneva & Van Etnenville Rwy and the Geneva & Ithaca RR were merged as the Geneva & Sayre RR.

In 1872, the Southern Central RR was organized to build from Sayre PA. north through Auburn to Lake Ontario at Fairhaven, reaching Auburn in 1880.

While in 1874, the Utica Ithaca & Elmira RR completed their line from Cortland to Elmira in September of that year.

Later on the Southern Central and Utica Ithaca & Elmira were merged into the Elmira Cortland & Northern.

In 1891, the Geneva Ithaca & Sayre and the Elmira Cortland & Northern were merged into the Lehigh Valley.

In the meantime, the Lehigh Valley acquired the Auburn & Ithaca RR between those points and on June 30, 1903 leased the Seneca Bounty Railway for 999 years which road had planned a line between Auburn and Geneva. It secured trackage rights between Auburn and Cayuga Jct over the Auburn & Ithaca opened a line from Cayuga Jct to Seneca Falls, 6 miles in 1914, although opening date of the line Seneca Falls to Geneva Jct. is not known to us. But it might be of interest to note that in the year 1970, this year, the Lehigh Valley broke its lease of the Seneca County Railway and so far has abandoned operations and will take up its tracks between Geneva Jct. and Seneca Falls.

Next issue of the Semaphore will continue the history of the Lehigh Valley Railroad west of Geneva, New York.

References: Black Diamond Pageant in Railroad Journal for May 1942 and from notes along the way, of clippings from papers, etc.

THE BARK PEELER

by Dick Barrett

Trip Report

At first glance, it may appear that what I am about to do is to give a summary of the May 24th Hamilton to Spratford trip, but I shall leave that to someone else, who hopefully brought a water proof pen to take notes. Irregardless of the weather, however, I think the trip was a complete sucess in every sense of the word. What I do intend to do is to give you a summary of my ramblings over the Memorial day weekend. My trip started at the Rochester "depot" where I Boarded PC #64 for New York. There is a Sleepcoach on this train which originates in Buffalo thus providing Rochester patrons with good overnight accomodations to New York City. Because of a phenomenon called sleep, my mind gets hazy at this point. I woke up about six o'clock the next morning with the bright sun giving a jeweled look to the Hudson River. Arrival in New York was about ten Minutes late (7:20 A.M.), but still early enough to witness the rush hour arrivals at Grand Central. The next leg of my journey would be over the former New Haven Shore Line to Boston. Departure of the "Bay State" was right on time at 9:30 A.M. Train was very full.

From past experiences, I immediately headed for one of the ex New Haven coaches which has loose arm chairs in the smoking sections. By turning on of these chairs so that it faces the window, one has an excellent substitute for a parlor car seat. At New Haven, I saw a PC GGI on the ready track and working the yard were two Bangor & Aroostock geeps. Arrival in Boston was right on the money at 1:55 P.M. A quick bus ride across town brought me to North Station where I boarded a Budd car train for Reading, my home town. The B&M's Budd cars are finally getting their ends repainted. A metal grill is also being placed over the engineers window to help prevent vandalism and injuries to the train crews. On Sunday afternoon, I boarded PC #427 at Boston for the ride to Albany. This train although it carries no name in the PC timetable gets posted in Boston as the "Albany Express". Arrival in Albany was 30 minutes ahead of schedule. This gave me an opportunity to inspect the new Albany-Rensselaer station. I firmly believe that if Rochester had a station such as this, traffic would increase 100%. PC train #61 arrived right on time, and departed right on time with a good crowd on board. Arrival in Rochester was also right on time at 1:10 A.M.

Consists:

- #64 - 3 baggage cars, rider coach, sleepercoach, 3 coaches
- "Bay State" - baggage car, 6 coaches
- #427 - coach, snack bar coach
- #61 - did not get consist.

Motive Power

- #64-2 E units , "Bay State" - FL-9 to New Haven, 2 E units to Boston,
- #427-1 E unit, #61 did not get

Passenger trains

The Justice Department has formally stated that the ICC was in error when it ruled that it did not have authority over standards of service on passenger trains.

Before Railpax has even become reality, there is squabbling going on between the East and West. The westerners are expected to exert strong pressure to ensure continued operation of the trains from Chicago to the West Coast, and the Easterners are expected to exert equal pressure for increased high speed corridor service. The Easterners theorize that the corridor service has the best potential for turning a profit and would prefer to see that profit invested into more corridor service than have it used to underwrite the losses of the Chicago-West Coast trains.

Discontinuances

- 4/2 C&O 19 & 20 Detroit to Grand Rapids
- 4/12 IC 3 & 4 "Mid-American" Carbondale to Memphis
- 4/13 BN 51 & 52 "Black Hawk" Chicago to Minneapolis
- 4/26 SCL 51 & 52 "Champion" Florence to Augusta

New England News Notes

Two receivers have been appointed to run the B & M. The deficit - ridden B&M operates 240 self-propelled Budd car trains in and out of Boston daily. About 20,000 people ride the trains. Derailments on the B&M in recent have become so numerous that at one point a state legislator tried to have B&M operations halted until all tracks were inspected.

A bomb threat delayed the departure of the Turbo Train from Grand Central for 70 minutes one day last month. I didn't think it looked that much like a plane!

From personal observations over Memorial Day weekend, the rapid transit extension from Boston (North Station) to the Malden-Melrose border is coming along fine. The major obstacle at this point seems to be the new bridge across the Mystic River. This bridge is now in the initial stages of construction.

Do It Yourself Fantrip - A full weekend of railroading for the dedicated fan.

PC #63 Leave Rochester 6:30 A.M., Arrive Buffalo 7:45 A.M.

PC #574 Leave Buffalo 9:45 A.M., Arrive Harrisburg 5:55 P.M. (Train #574 leaves Buffalo even dates during June & July)

PC #31-77 (Cincinnati Limited) Leave Harrisburg 7:27 P.M. Arrive Cincinnati 9:00 A.M. This train carries sleeping cars, so you can get a good nights sleep.

PC #78 - 18 Leave Cincinnati 3:15P.M., Arrive Cleveland 9:15P.M.

PC #28-62 Leave Cleveland 10:10P.M., Arrive Rochester 3:30 A.M.

Schedules not guaranteed, most of these trains have been posted on discontinuance petitions, check out times with local PC office

Caboose

NO MEMBERSHIP CARDS Treasurer Greg Sullivan would like to hear from any member who has not received his membership card. Contact him at 16 Nile Dr., Rochester, N.Y. 14622

CHARLESTON CONVENTION For all you diehard steam fans your place to be this Labor Day weekend is the National's convention in Charleston, S.C. We are promised five (5) or more steam engines (operating) and all the trips are supposed to be behind steam. Besides that there will be a train out of Washington DC to the convention that will be part way by steam. As Trains magazine has stated it should be the steam-in of the decade. So plan ahead for the convention that no one will ever forget.

DO IT AGAIN, METROLINER -- Eastern Airline's Air Shuttle between Newark and Washington was discontinued April 26 (Highball- Old Dominion)

NEW YORK AND LONG BRANCH operated jointly by the PC and CNJ will be electrified from Perth Amboy (present terminus of PC electric) to its southern terminus at Bay Head Jct. The New Jersey Dept. of Transportation will order new hi-speed MU's similar to PC's Jersey Arrows. (Official Guide-Wilmington)

STEAM ENGINE FOR SALE For all you rich and wealthy fans no is the chance you have been waiting for. Instead of buying you new Rolls-Royce next year why not spend the money for this years car on your own personal steam engine for the low cost of only about \$30,000 give or take a couple of thousand. Now for all of you whose mouths are now watering the engine is Quakertown and Eastern's #4 (ex. Buffalo Creek and Gauley #4). The engine is in excellant shape with 3½ years of flue time left. The reason for sale, engine is not fast enough .

TANTALIZING TIDBITS

He Held Up the Train . . . and Collected a Bill

St. Joseph, Mo. (AP) Ever hear of a train stopping so a fellow could collect a bill? John Waggoner of the Waggoner Mercantile agency did.

Waggoner had called a railroad man about a bill. The debtor said he was willing to pay but was the member of a train crew that was pulling out of town right away.

"If you can get down to the Monterey Street crossing quickly, the train will stop and I'll pay you," he said.

Waggoner made haste and got his money.

Mail Diverted From Passenger Trains Earned PC at Least \$27 Million in 1969

Hearings in Washington on Penn Central's bid to discontinue all its east-west passenger service have brought out the fact that the carrier earned approximately \$27 million in 1969 on mail carried in non-passenger trains, much of this revenue having been diverted from the trains which PC now says are operating at a deficit.

The hearings opened on May 1 and after two weeks of testimony PC had still not concluded its presentation. The Washington hearings resumed on May 18. Meanwhile, the initial hearings in the field opened in New York City on May 11.

ICC will not make any findings until after conclusion of the field hearings in Chicago on July 1. PC may request permission to present rebuttal testimony after the July 1 date.

According to NARP's (National Association of Railroad Passengers) counsel at the hearings, testimony has shown that PC "is retaining significant mail revenues" through diversion of mail to all-mail and freight trains. PC has also earned additional mail revenue through its trucking subsidiaries and other means but declined to provide specific figures.

Upon inquiry, the Post Office Department told our counsel that the figures were available, but the fee asked for supplying them was relatively high. We therefore requested the ICC to secure the figures. The ICC refused.

While this case is far from over, even at this juncture we are seriously disturbed over the ICC's apparent disinterest in obtaining these pertinent facts from the Post Office Department to determine all the sources of the carrier's mail revenues.

During the period of the recess, Penn Central held its annual shareholders' meeting in Philadelphia. Board Chairman Stuart T. Saunders said one of the corporation's greatest and most publicized problems was its passenger service.

"Even though it produces only about 14% of our revenues, it generates at least 90% of our complaints and difficulties," Saunders said.

Although Saunders made no reference to it in his remarks, the "Washington Star" reported that a statistical summary made available at the meeting showed 1969 was PC's best passenger revenue year since 1965. Passenger revenue was \$147 million, some \$42 million above 1968.

Meanwhile a number of our members are making a special effort to rally public support in our fight against the PC bid. Among them are Gregg Spindler, Amherst, and Dale Madison, Kenmore, N.Y., who have been addressing meetings, distributing brochures, writing to newspapers and civic organizations and securing radio time. They are operating under the name of NARP's "Niagara Frontier Branch." Their fine efforts are producing promising results.

NARP Promotional Bookmatches Now Available to (NARP) Members

High-quality 20-stick bookmatches, printed in blue and grey on white varnished stock, are now available to NARP members at cost.

The front cover carries our name and insignie. The back (striking) cover bears the legend, "Modern Trains for a More Mobile America" with a repeat of the insignie.

The matches may be ordered in lots of 50 books at \$1 per lot. This cost includes postage and mailing in government-approved containers.

(If any of you nice people would like some, please ask me (Arlene), and I'll send in an order.)

ICC Erred in Ruling It Lacked Service Standards Authority, Justice Dept. Declares

The Interstate Commerce Commission erred in ruling that it does not have authority over standards of service on passenger trains, the U.S. Justice Department has formally stated.

In a brief filed on May 6 in the U.S. District Court in San Francisco in answer to a suit filed by five state and city regulatory bodies and by NARP, the Justice Department declared that it "admits that the report and order of the ICC are erroneous in that the Commission erred in holding that it does not have jurisdiction to pass upon the adequacy" of rail passenger service standards.

The case grew out of a finding by ICC Hearing Examiner John Messer that the Southern Pacific had deliberately down-graded service to discourage patronage. Messer held the ICC had authority to impose standards of service. After long deliberation, ICC ruled last September that it lacked this authority.

The Justice Department will now join with NARP and the other plaintiffs in insisting that the ICC exercise this authority.

ICC Orders Santa Fe to Continue Two Trains

The ICC has denied Santa Fe's petition to discontinue the "Grand Canyon" and the "San Francisco Chief."

The carrier was ordered to keep the SF Chief operating on its present route between Chicago and San Francisco via Amarillo for one year. The "Grand Canyon" must be continued for six months. The ICC order was dated April 28.

Santa Fe had proposed terminating the "SF Chief" at Los Angeles.

NARP has formally protested to the ICC Rock Island's proposed discontinuance of trains 7 and 10 between Chicago and Council Bluffs.

In a letter to the Commission, Chairman Anthony Haswell asserted the Rock Island serves more and larger communities than any other railroad in the Chicago-Omaha corridor. He charged that declining patronage is due to "wretched operating performance" and therefore is "of no value in appraising the need" for rail service along this route.

NARP has also protested to the ICC against the Illinois Central's proposed June 1 fare increase of 40% for first class fares and 20% for coach, contending it would drive even the most devoted train riders to other modes of travel.

Charging that the railroad's proposal should be regarded "as a discontinuance proceeding rather than a fare increase," NARP referred to a "Traffic World" report quoting IC President Alan S. Boyd as saying that if he had authority to dictate transportation policy he would allow the railroads to price their services as they saw fit. Mr. Boyd added, according to "Traffic World": "We'd be out of the passenger business in short order."

French High Speed Service Is Expanding

French National Railroads has inaugurated turbo train service between Paris and Caen and before the end of the year will introduce eight more turbo runs, "Labor" reports. The turbos will enable the French to provide high speed passenger service on the two-thirds of the network not yet electrified.

As you already may have concluded, the preceding five items were lifted from the National Association of Railroad Passengers' NEWS, The Voice of the Railroad Passenger, of May, 1970. This non-profit corporation can be contacted at 41 Ivy Street, S.E., Washington, D.C. 20003. Another paragraph from this publication follows.

We have also received a large number of requests for the set of three one-minute radio spots for local use, and the promotional posters. Some 20 of the posters are being displayed in the four standard coaches and two streamlined cars of the Livonia, Avon and Lakeville Railroad, a common carrier excursion railroad, Livonia, N.Y., according to Member Vincent T. Milliken, Honeoye Falls, N.Y., who is associated with the line. Many other posters are on display in stores, offices and on campuses throughout the country.

Federal Aid Essential Says Railroad Head - Philadelphia (AP)

Penn Central stockholders have been told that America's passenger service "has reached the crisis point" and only massive government financial help and eventual public takeover will get it back on the track.

Stuart T. Saunders, board chairman and chief executive officer, said at the annual meeting of the world's largest privately owned transportation company that passenger trains have operated at a deficit exceeding 100 million dollars each year since the 1968 merger of the Pennsylvania and New York Central railroads.

He said only the Penn Central's diversified properties---real estate, pipe lines, hotels, resorts, oil refining and fuel oil distribution---has been profitable.

Penn Central reported a 1969 profit of 4.4 million dollars, including a 56.3 million dollar loss in passenger and freight business. The profits were down sharply from 1968 when the net income was 87.8 million dollars with a 5.1 million dollar railroad deficit.

He said wages and supply costs have gone up 78 per cent since 1958 while "the general level of freight rates today is still about what it was at that time."

But it is in the passenger area that Penn Central---whose freight lines serve 55 per cent of the nation's manufacturing plants---is in trouble. It operates 35 per cent of the nation's passenger trains.

Penn Central last year discontinued 27 of the 1,280 daily passenger trains it operates and is trying to drop 48 more.

The "Flying Scotsman" was scheduled to be in Buffalo from September 21 to September 27, 1970. The "Flying Scotsman" was to have included in its tour stops in Toronto, Hamilton, Niagara Falls, Ontario and Buffalo this September. According to "The Airpump" of Buffalo Chapter, the train is now expected to leave Slaton, Texas, on June 14 making stops in various cities en route to Kansas City, St. Louis, Decator, and Chicago, terminating in Green Bay, Wisconsin, on July 19. The tour has been altered and the schedule postponed that was arranged earlier. There is a possibility of a later tour which would include stops in our area.

In the April issue of "The Semaphore" was an item from "Railway Age" saying that Penn Central has ordered 112 diesel-electric freight locomotives costing \$23 million. 93 of these units were to come from La Grange with the remainder from G.E.

In the Buffalo "Evening News" of May 19 was the following item:

Penn Central has ordered 125 diesel-electric locomotives for through freight and switching services at a cost of about \$28.3 million. They will be built by the Electro Motive Division of General Motors, with deliveries scheduled to begin in September.

Does anyone know if this is "in addition to" or "instead of"?

Rail Car Bargains - Buffalo "Courier Express" April 29. Chicago (UPI)

Two stainless steel, air-conditioned observation cars from the now-defunct "20th Century Limited" are for sale at the bargain price of \$7,500 each. "They cost \$180,000 to build and would cost \$500,000 to build today," said co-owner John Sterling, a scrap iron dealer.

For the Chicago Transit Authority, the weekend of January 31-February 1 was a comedy of errors.

On Friday, the brand new Kennedy Expressway median strip rail transit line was dedicated. Chicago mounted an impressive ceremony with the mayor officiating.

On Saturday a test train derailed on the new line.

On Sunday, in a rear-end collision, forty patrons were injured.

Moments later, a train from the other direction derailed on a switch at the same location.

Finally, however, the line got into full operation. CTA figures that the line, aided by a bus feeder terminal at the north end, will serve 70,000 riders a day. (from New York Chapter's "Flashes and Ashes" of April, 1970.

Sabotage Is Probed in B&O Train Derailment

Federal and state authorities are investigating apparent sabotage that caused derailment of a 29-car freight train on February 13 at Brandywine Hundred near an exit of Interstate 95.

The westbound hotshot ran through an open switch at Willie duPont's private siding, formerly used for loading race horses, and plunged off the end of a coal trestle onto the exit ramp 30 feet below. Two GP-35's and a GP-30 blocked the highway for three days while 11 piggyback flats and trailers piled up on the siding behind.

Another siding had to be constructed to allow the Baltimore wrecker to get at the wrecked units. Investigation has revealed the wreck was the work of knowledgeable saboteurs who threw the switch in advance of the train's coming and jumped the wires in the signal box so that the engineer would receive clear signals.

"It was shortly after 9 P.M.," a crewman said, "When we came to a switch. The switch usually is in the straight position to continue on the main track, but this one was switched to go into a siding. We were doing about 50 mph at the time. The engineer suddenly threw on the emergency brakes and at the same time yelled to me, 'Hit the floor!'"

Two of the five persons injured were admitted to the Wilmington hospital. It took the railroad workers three days to clear away the wreckage.

This was the second apparent sabotage of a train in Greater Wilmington within the past two months. Another B&O freight was derailed on December 22, damaging 12 cars. (from Wilmington's "The Official Guide" and Lancaster's "Lancaster Dispatcher")

Technical Flaws Are Still Plaguing the Metroliner

Recently one of the runs uncoupled at 110 mph at Middle River, near Baltimore, and the two sections rolled for about five miles before the automatic brakes stopped them within a mile of each other. Carrier suspected a faulty coupler and said that the five miles was not an abnormal distance to slow down a train from such a high speed. (from Lancaster Chapter's "Lancaster Dispatcher")

Braking High-Speed Trains

Future trains may travel at speeds of 250-300 mph. Braking can be a problem, and this is the subject of a study at Cornell Aeronautical Laboratories. Two solutions seem practical. First is a hot-air brake, which has brown out of the laboratory's hypersonic wind tunnel research. The train's forward-motion energy would be dissipated by gearing the axles to a system for compressing air, discharging this hot air to the atmosphere, and repeating the process until the energy is absorbed.

The second system would use aerodynamic principles similar to those used to control deceleration of high-speed aircraft. The train's streamlined configuration at front and rear would be shifted to the right degree of bluntness to increase the force of air resistance. "Spoilers" or hinged plates at other points along the train could be extended above and below the cars.

Both systems are designed to avoid build-up of hot metal that is created by conventional brakes, but they would supplement, not replace, other forms of braking. (from Lancaster Chapter's "Lancaster Dispatcher")

Two Hollywood Movies of Railfan Interest

Most of the rail action of "Hello Dolly" was supposed to be in Yonkers, N.Y.; but the filming was actually at Garrison.

Since old New York City engines were not available, PRR #1223, a D-16sb 4-4-0, was rented from the Strasburg Railroad, who are leasing it from the Penn Central.

Another Barbra Streisand film, "Funny Girl," has several railroad scenes shot in the Jersey City Terminal of the CNJ, where service had been discontinued. The station was altered to look like pre-World War I.

Ross Rowland's ex-CP Pacific appears in one scene pulling standard CNJ coaches but lettered B. & O. R.R.

(from "The Timetable" of Washington, D.C.)

MORE TANTALIZING TIDBITS

One of the more visible evidences of the high cost of railroad derailments was to be seen near Catskill on February 28 when Penn Central spilled ten tri-level automobile cars. They were loaded with Cadillacs.

Commuters on the Penn Central's New Haven Division have been delayed by rain, snow, sleet and mechanical misfortune. Two months ago it was a seagull---a low flying one at that. The 6:13 A.M. train from New Haven, Conn., was held up for more than an hour after a gull swooped into the engine's pantograph, causing a short circuit. Four other trains also were stalled until the bird's carcass was removed.

And a recent edition of "The Lake Shore Timetable" has the following Question of the Month. Why is Penn Central passenger train 51 often late arriving in Erie? After all, the train originates in Buffalo, less than a hundred miles to the east, and is scheduled for only two stops prior to Erie. What is that we hear? The train is delayed by mail and express? But we understand that PC mail and express revenues are not applied against passenger train expenses. And here we thought all along that all of those Flexivan and express cars carried on 51 were there just in case the passengers should overflow the single coach! Certainly the PC would not juggle the figures to influence the Interstate Commerce Commission on train-off petitions, would they?

(Comment: One reason for PC 51 being late is that it regularly has to wait for PC 71, New York City to Buffalo. I'm glad it does wait because I'd never make the connection otherwise and would have to stay over in Buffalo to get the next train at 8:25 A.M. In talking with one of the crew of #71 he mentioned the train had arrived in Buffalo at its 4:00 P.M. scheduled time twice in February and March. Of course, then we passengers had to wait another seemingly interminable time while all the transferring was done rather than Penn Central having through cars. From the numbers of passengers and amounts of mail and express, that train certainly pays its way.)

From the Buffalo "News" of June 9 comes the following:

Patrons Rail to ICC About the Penn Central

The Penn Central's passenger service was roundly criticized Monday by two dozen area travelers, including Mayor Sedita, but nearly all agreed that the Interstate Commerce Commission shouldn't let the railroad shut down 10 trains serving Buffalo.

Among those appearing at an all-day ICC hearing to oppose the Penn Central's request were:

--An Amherst boy, 15, wearing a locomotive tie clasp who said he believes "the Penn Central has taken it upon itself to get rid of all its passenger service."

--A Cheektowaga man who recalled riding in a "so-called dining car" which was so under-equipped that "you could get only one cup of water at a time" and "they were heating the water in a used pop can."

--A Buffalo man who had a bad trip in a coach whose shock absorbers were shot and who was "sure that anybody who rode this car would never ride a train again."

--A Buffalo attorney who questioned the above witnesses, then took the witness chair himself and testified about the "argumentative and surly nature" of railroad ticket agents.

Sedita Statement Read:

ICC Hearing Examiner Jerome K. Soffer also heard statements read aloud, including one from Mayor Sedita.

The mayor "vigorously and most strenuously" opposed the move because it would "completely eliminate all railroad passenger service west of Buffalo." He went on:

"Buffalo would be isolated, as far as direct railroad passenger service goes, from such major communities as Cleveland, Detroit, Toledo, Chicago, Cincinnati and Indianapolis....

"For many years (Penn Central officials) have done everything in their power to discourage passenger travel by deliberately downgrading passenger service.

"While the bus companies and airlines have speeded up their services, the Penn Central has either slowed down its passenger trains or completely eliminated many of such trains."

One Gallon of Water:

Gregg Spindler, 15, of 135 Capen Blvd., Amherst area chairman of the National Association of Railroad Passengers, complained that most of his classmates at Amherst Central High School have never been on a train, and that the railroads won't be around 5 to 10 years from now unless the government takes them over.

Edwin McCallum of 270 Marrano Pkwy., Cheektowaga, testified that on a trip to Chicago last March he walked into the dining car and found on hand "just one gallon of hot water that was supposed to last us. They were heating the water in a used pop can.

He said the coach was "extremely dirty," the refrigeration didn't work, and the doors wouldn't close in the men's rest room.

Attorney Recalls Incident:

Mrs. McCallum agreed with her husband---"you couldn't even get a hot cup of tea"---but added that they plan to continue riding trains because "you can see the country as you go along... We've been across the country twice by train."

Albert D. Kerr of 111 Coronation Dr. said that not only were the shock absorbers on his coach ineffective on one trip, but on another run last April his coach's temperature remained at 90 degrees because an automatic steam-pressure valve was stuck.

And George Hamilton Forman, the Buffalo lawyer, took the stand to read aloud a letter he wrote to the Penn Central last May.

While ordering tickets at Grand Central Terminal in New York, he recalled, he observed a British traveler fumbling at the counter "and nobody seemed to know what to do for him" while the ticket line was delayed for 25 minutes.

He also detected "an argumentative and surly nature" of the ticket agents, who argued with one passenger over whether to issue him a receipt for the ticket he had just purchased, he said.

Would Drop 34 Trains:

The 10 trains between Buffalo and Chicago---and two between Buffalo and Harrisburg, Pa.---are among 34 passenger runs the Penn Central wants to discontinue by October. The company claims the Buffalo trains operated at a loss of more than \$3.6 million last year. Their average patronage was 16 passengers per train, officials said.

Buffalo is one of 38 communities in eight states where the ICC is inviting the public to protest the proposal at hearings. The Penn Central presented three weeks of testimony in favor of it last May in Washington.

In another statement read at the hearing, the Buffalo Area Chamber of Commerce opposed "such a disastrous decision," citing the need for passenger service and railroad jobs in this area.

"The Buffalo Chamber is not asking for the plushness of the Twentieth Century Limited," it said. "We simply request the Commission to insure that those travelers who are not able to make use of expressways or airways have available to them an additional, acceptable mode of passenger transportation, the railroad train.

"We ask that such trains be equipped with units that are clean, comfortable, liveable in general, and, in so far as possible, on time."

A recent article in "True" magazine talks about the nearest approximation to a true straight line yet achieved by man. It is a stretch on the Trans-Australian Railway that is 297 miles perfectly straight. With no grades and no side sway, driving becomes so monotonous that two engineers are needed to relieve one another.

Though the desert line comes close to qualifying as a straight line, it lacks the necessary specification of being the shortest distance between two points. Because of the curvature of the earth, it is actually a vertical arc that, at the middle, rises $2\frac{1}{2}$ miles above the ends.

By the way, have you heard the recent album "Hello! I'm Johnny Cash"? In it he laments the disappearance of passenger trains with "I've Got a Thing About Trains."

Consumers' friend Ralph Nader charged several weeks ago that railroading "is the only industry I know of where a company has made toilet maintenance part of its cost-cutting program. The railroads have tried to make toilets so dirty that people just won't use them. That is just part of the total effort to drive passengers away," Nader charged.

As "Time" magazine reported recently: To speed the way in getting out of the passenger business, the railroads have adopted a number of plans calculated to make the going miserable.

The Southern Pacific, the nation's most profitable railroad, has employed classic tactics to depopularize the once-elegant Los Angeles to New Orleans "Sunset." Phone calls for arrival and departure information go unanswered and printed schedules are hard to find. Anyone who dares get aboard can expect 44 hours in a coach seat (the train has no sleeping cars) and meals from a bank of vending machines.

"Time" also reports some of the tricks with timetables used by the railroads:

The Chesapeake and Ohio schedules its trains between Detroit and Grand Rapids to arrive after 2 A.M.

The Southern Pacific's "Lark" reaches Los Angeles from San Francisco 35 minutes too late to connect with the eastbound "Super Chief" and 20 minutes after the last train to San Diego.

Passengers on the Baltimore and Ohio's night train from Washington to Detroit are put off at Fostoria, Ohio, at 5:30 A.M. and loaded aboard buses for the last leg of the trip.

Two years ago the New York Central sadly announced the end of the "Twentieth Century Limited" between New York and Chicago. Actually, the train still runs, complete with Pullmans, dining and lounge cars, but it is now known merely as Train 61-27.

Congress is apparently finally a little upset at what's happening in the passenger train business and is considering measures which range from outright subsidies to a quasi-nationalized system run by an agency of the Department of Transportation. Passenger trains hold great promise in the years ahead, but it would be wiser for the railroads to see this future rather than hand their business over to the government. It can be done. It should be done. Hopefully it will be done. (from Augusta Chapter's "The Cinder Snapper")

And on the front page of the Rochester "Times-Union" of June 11 there appeared:
Study Begun - State May Aid Rail Service

New York took a hesitant first step yesterday toward possible state-supported long-distance railroad lines.

Gov. Rockefeller announced the State Transportation Department has begun a study of implementing high-speed rail passenger service between New York City and Buffalo via Albany, Utica, Syracuse and Rochester.

The study was recommended in a report prepared earlier by the department.

While the report didn't deal directly with the possibility of the state's taking over or subsidizing the rail route now operated by the ailing (?) Penn Central, it did note that creating such high-speed service would have to be a "public-investment decision" and that fares would depend on "possible government support."

It also said "profits" from such service would come in the form of customer benefits, not in dollar income---another factor indicating that public, not private, operation would be required.

The study is expected to take a year and could be followed by a six-month engineering study leading to possible creation of the service.

The earlier study showed that high-speed passenger service along the corridor paralleled by the New York State Thruway would produce these benefits:

Travel time between Buffalo and New York City would be reduced from $7\frac{1}{2}$ to $4\frac{1}{2}$ hours; between Albany and New York travel time would shrink from $2\frac{1}{2}$ to $1\frac{1}{2}$ hours.

The scheduling of trains on an hourly basis would be "quite feasible."

Rail fares would probably equal present prices (\$23 from Buffalo to New York City; \$7.50 from Albany to New York).

The project would involve large expenditures for new equipment, upgrading of

track, roadbeds, signals, stations, and parking facilities, and construction of a third track along certain sections of existing rail rights-of-way.

The Transportation Department's preliminary report showed that "operating revenues might meet, or slightly exceed, operating costs, and substantial user savings and other socio-economic benefits would probably more than offset anticipated capital costs

The report made no mention of the actual costs involved in construction or operation.

Train to Aid Remote Area Sought

Federal officials disclosed a novel plan Tuesday to outfit a railroad train to deliver medical, dental, legal, educational and employment services to 200,000 isolated residents of the West Virginia mountains.

The proposed project is being pushed by the Federal Railroad Administration, which already has found four surplus Army hospital rail cars and lined up a railroad company to renovate them for use in the experiment. The Office of Economic Opportunity is being asked for \$42,000 to carry out the preparation of the cars.

The project, which would involve at least 10 government agencies, would cost \$4 million to \$5 million the first year, but only \$1 million after that, the Railroad Administration estimated. All of the agencies are interested, a spokesman said, but actual funding commitments have not yet been received.

The area to be served would include four counties in Southern West Virginia. A private consulting firm, Executive Systems Corp., estimated that 90 per cent of the 201,000 residents of the four counties "have never visited a physician, a dentist or a lawyer in their lives."

The train would be made up of the four Army cars, refurbished with medical and dental equipment, interviewing booths and space for small meetings or classes. The train also would pull Pullman cars for living quarters for the personnel who will accompany it.

(from the Buffalo "News" of May 20, 1970)

Train Travel Is Best in Europe

The railroad, at home or abroad, is out of sight. In America, literally so; the next stop for the railroad is oblivion. In Europe, however, the expression reads "outtasite" which is the vagabond's way of saying that taking the train is "a good trip

There are many reasons why young Americans and Europeans dig travel by rail in the Old World.

Pass Is Best

It's economical. For one to three months' travel over a wide area, the inexpensive, hassle-free Eurailpass, good for unlimited first class travel, anywhere but Greece and Britain, is best. It is available only in the states from any travel agent.

For limited travel, there are discounts given by the rail companies of each country for tourists within their borders. These include discounts for students en route to a university for study. There are also special student charter trains running during part of the summer.

Second Class Is Best

Unless you have a Eurailpass (which entitles you to ride first class)---and even if you do---head for the second class cars. All the "folk" are here. Tote aboard your sack of bread, cheese and wine---especially on night trains---and much convivially through Europe.

Travelers in first class cars are into a totally different scene. Few natives can afford first class prices. Compartments, less crowded, are filled mostly with spirited grand touree hootenannyng American students doing their thing into the wee small hours.

Whichever class you select, you'll soon find there is no better spot than a train for meeting members of the opposite sex.

(by Dori Lundy of "The Los Angeles Times" in the Buffalo "Courier Express" of May 24)

AND SOME ANTIQUE TIDBITS

According to information supplied by the Association of American Railroads, "Before 1883 there were nearly 100 different time zones in the United States. It wasn't until November 18 of that year that. . . a system of standard time was adopted here and in Canada. Before then there was nothing but local or 'solar' time. . . .

The Pennsylvania Railroad in the East used Philadelphia time, which was five minutes slower than New York time and five minutes faster than Baltimore time. The Baltimore & Ohio used Baltimore time for trains running out of Baltimore, Columbus time for Ohio, Vincennes (Indiana) time for those going out of Cincinnati. . . .

When it was noon in Chicago, it was 12:31 in Pittsburgh; 12:24 in Cleveland; 12:17 in Toledo; 12:13 in Cincinnati; 12:09 in Louisville; 12:07 in Indianapolis; 11:50 in St. Louis; 11:48 in Dubuque; 11:39 in St. Paul, and 11:27 in Omaha. There were 27 local time zones in Michigan alone. . . .

A person traveling from Eastport, Maine, to San Francisco, if he wanted always to have the right railroad time and get off at the right place, had to twist the hands of his watch 20 times en route."

(from the Chicago "Daily News" of September 29, 1948)

Racing and Plowing

Two rates of motion are racing and plowing, but, as you shall see, wonderfully alike. An Agricultural Fair has come to mean a Race Track with a variety of vegetables ranged around on the outside, and a great crowd between the ring of track and the ring of vegetables. There appears to be much doubt as to the propriety of horse-races, but I have never seen a conscientious man who happened by chance to witness a race that did not make up his mind in a minute which horse he wanted to be the winner. He did not believe in that kind of four-footed gambling, but then---. You tell him the gray will be whipped---gray is his color---and he wants to back up his opinion with something---let you know what that judgment is worth to him; and were it not for some restraining grace, he would produce his pocketbook and flourish the estimated value of his opinion full in your face.

That's the way betting comes. It is not a mere invention, like a Yankee nutmeg. It is human nature. One man argues, another sneers, a third gets angry, a fourth fights and a fifth bets. Five ways of doing the same thing. The writer knew a young man---not so young as he was---who happened to be in New York when the great running-race between Fashion and Peytona occurred on the Union Course, Long Island. That individual boy and man, never saw but that one race, never played a game of cards, or bet a penny upon anything; but no sooner were the horses brought up to the Grand Stand than he had his favorite, and he could not have told why to save his life. He would have endowed that horse's prospect of winning with all his earthly possessions, which were twenty-seven dollars and a half, if he could have found a taker to accept of such a trifle. How he admired her as she flew close to the ground from landing-place to landing-place again, and clapped his hands and cheered like a maniac! He was a full-grown sporting-man in a minute, though he did not know a horse's hock from the Rhenish wine of that name.

Now to put the race upon wheels instead of heels: the tracks of those two great lines of travel, the Michigan Southern and the Pittsburg & Fort Wayne, run side by side for several miles after they leave Chicago---sometimes so near that you can toss an apple from one train to the other. When the workmen laid the tracks they thought about the races, for they knew that races must come from such a neighborhood of railways, and each gang shouted across to the other and bet on its own road.

They did come. You are on the Michigan Southern. The train has worked slowly out of the city on to the open prairie. The Pittsburg train has done the same thing. There at your right, and half a mile away, you can see the puffs of white steam. The trembling clangor of the bell has ceased. The shackly-jointed gait of the train ceases. It tightens up and runs with a humming sound. The landscape slips out from under your feet like a skipping-rope. Pittsburgh is coming. She laps the last car of your train. Now is your time to run alongside and see how an engine acts when the throttle-valve is

wide open. Watch the flash of that steel arm as it brings the wheels about. She is doing her best. The two engines are neck and neck. They scream at each other like Camanches. The bells clang. The trains are running forty-five miles an hour. It is a small inspiration.

Now for the passengers. The windows are open. Heads out, handkerchiefs waving. Everybody alive. Everybody anxious. Nobody afraid. Rivalry has run away from fear. Our engineer puts on a little more speed. The train draws slowly out from the even race, like the tube of a telescope. It is the poetry of motion---power spurning the ground without leaving it. Good-by, palaces! good-by engine! good-by, Pittsburg! We have shown that train a clean pair of heels. There is nothing left of it but black and white plumes of steam and smoke. Look around you. The car is all smiles and congratulations. "Grave and gay," they are as lively as a nest of winning gamblers.

This racing is all wrong. Superintendents have forbidden it, travelers have denounced it, but they want to see what can be gotten out of "Achilles" or "Whirling Thunder," as much as anybody. And they do not want to be beat! Make them engineers, and every man of them would pull out and put things through their best paces. We believe in horses, we believe in locomotives, but we lack faith in balloons. They are large toys for big children. "The earth hath bubbles as the water has, and these are of them."

Old Nantucket salts used to spin their fireside yarns about doubling the Cape. There was such a mingling of peril and excitement; the foamy seas boarding the ship by the bows; the flying rack; the visible storm; the orders lost in the thunder of the waves, or swept away by the wind; it was such man's work to get about that headland in the Pacific seas, that no wonder boys leaped from bedroom windows in the night and ran away to try it. I think there is one railway experience you may have that is much like going around the Horn.

Did you ever ride on a snow-plow: Not the pet and pony of a thing that is attached to the front of an engine, sometimes, like a pilot, but a great two-storied monster of strong timbers, the runs upon wheels of its own, and that boys run after and stare at, as they would after and at an elephant. You are snow-bound at Buffalo. The Lake Shore Line is piled with drifts like a surf. Two passenger trains have been half-buried for twelve hours somewhere in snowy Chautauqua. The storm howls like a congregation of Arctic bears. But the Superintendent at Buffalo is determined to release his castaways and clear the road to Erie. He permits you to be a passenger on the great snow-plow, and there it is, all ready to drive. Harnessed behind it is a tandem team of three engines. It does not occur to you that you are going to ride upon a steam-drill, and so you get aboard.

It is a spacious and timbered room, with one large bull's-eye window---an overgrown lens. The thing is a sort of Cyclops. There are ropes and chains and a windlass. There is a bell by which the engineer of the first engine can signal the plowman, and a cord whereby the plowman can talk back. There are two sweeps or arms, worked by machinery on the sides. You ask their use, and the Superintendent replies, "when, in a violent shock, there is danger of the monster's upsetting, an arm is put out on one side or the other, to keep the thing from turning a complete somerset." You get one idea, and an inkling of another. So you take out your Accident Policy for three thousand dollars and examine it. It never mentions battles nor duels nor snow-plows. It names "public conveyances." Is a snow-plow a public conveyance? You are inclined to think it is neither that nor any other kind that you should trust yourself to, but it is too late for consideration.

You roll out of Buffalo in the teeth of the wind, and the world is turned to snow. All goes merrily. The machine strikes little drifts, and they scurry away in a cloud. The three engines breathe easily, but by-and-by the earth seems broken into great billows of dazzling white. The sun comes out of a cloud and touches it up till it outsilvers Potosi. Houses lie in the trough of the sea everywhere, and it requires little imagination to think they are pitching and tossing before your eyes. The engines' respiration is a little quickened. At last there is no more road than there is in the Atlantic. A great breaker rises right in the way. The monster, with you in it, works its way up and feels of it. It is packed like a ledge of marble. Three whistles! The machine backs away and keeps backing, as a gymnast runs astern to get

searoom and momentum for a big jump; as a giant swings aloft a heavy sledge that it may come down with a heavy blow. One whistle! You have come to a halt. Three pairs of whistles one after another, and then, putting on all steam, you make for the drift. The Superintendent locks the door, you do not quite understand why, and in a second the battle begins. The machine rocks and creaks in all its joints. There comes a tremendous shock. The cabin is as dark as midnight. The clouds of flying snow put out the day. The labored breathing of the locomotives behind you, the clouds of smoke and steam that wrap you as in a mantle, the noonday eclipse of snow, the surging of the ship, the rattling of chains, the creak of timbers as if the craft were aground, and the sea getting out of its bed to whelm you altogether, the doubt as to what will come next---all combine to make a scene of strange excitement for a land-lubber. You have made some impression upon the breaker, and again the machine backs for a fair start, and they altogether another plunge and shock and heavy twilight. And so, from deep cut to deep cut, as if the season had packed all his winter clothes upon the track, until the stalled trains are reached and passed, and then with alternate storm and calm and halt and shock, till the way is cleared to Erie.

It is Sunday afternoon, and Erie---"Mad Anthony Wayne's" old head-quarters---has donned its Sunday clothes and turned out by hundreds to see the great plow come in---its first voyage over the line. The locomotives set up a crazy scream, and you draw slowly into the depot. The door opened at last, you clamber down and gaze up at the uneasy house in which you have been living. It looks as if an avalanche had tumbled down upon it---white as an Alpine shoulder. Your first thought is gratitude that you have made a landing alive. Your second, a resolution that if again you ride a hammer, it will not be when three engines have hold of the handle!
(from "The World On Wheels and Other Sketches" by Benj. F. Taylor; published 1874)

Walter Thayer, former Great Northern trackman of Chelan, Wash., who has a penchant for digging up odd facts, tells us that in 1851 Daniel Webster, the statesman and orator (no kin to the dictionary man), rode in a rocking chair fastened to a New York and Erie flatcar all the way across New York State on the first train that ran from the Atlantic Ocean to the Great Lakes.
(from "Railroad Magazine" of August 1946)

Quilling is still a popular sport in Rio Grande engine cabs. This, for the benefit of the uninitiated, is the art of "making her talk." Engineers, as Herbert G. Monroe pointed out in his article, "Whistling Hogggers," some time ago, traditionally vie with each other to see who has the finest touch and can put the most expression into their whistling.

Those who love this locomotive language have been fearful lest railroading should lose its romance through the advent of Diesels and the installation of "whistle pullers" on D&RGW steam engines. These fears were unfounded. Whistling on the Rio Grande remains the fine art it has always been. Hogggers still use the whistle to talk to each other and to the fans they pass along the way, just as eloquently as they ever did.

True, when they first started rolling the Rio Grande's big Diesels and yanking the whistle cord, they shuddered at the brassy blare that came forth. But the artistic soul is not easily daunted. They set to work practicing, somewhat to the disgust of their brakemen, and soon had the Diesel horns "talking." They have also mastered the pneumatic air whistles on steam power, which is quite a feat since they are no longer in direct touch with their whistles. Now they have to "feel" through a lever which sets off the pneumatic gadget which in turn blows the whistle.

Some quilling fans along the D&RGW right-of-way claim they can tell whether a hogger has had a fight with his wife or won a crap game in the locker room just by the sound of his whistle.

(from "Railroad Magazine" of October 1946)

March of Time (?) - Future train rides will be practically one mad whirl of gaiety, what with the talk of movies and dancing en route; a far cry from the days when passengers might hope to shoot a buffalo through the windows!

(from "Railroad Magazine" of August, 1946)

Arlene

EDITOR'S PAGE

Whew! That was a long one. My finger tips feel as though they are about to come off. But it was worth all the effort and more. You might ask why such a long edition? Well the reason is that this will be the last one until next September and we are trying to fill you with enough information and goodies to last until then.

My greatest appreciation goes out to those on my staff that have helped me out so much in the past year. Also to those members who have sent in information from time to time. I have tried in the last year to expand the Semaphore over what it had been without losing any of the literary excellence that it had always possessed. I hope we have accomplished most of our goal. I believe that our chapter publication ranks with the best in the national organization. We do not have the money to afford better printing or pictures like many of the chapters but we are making progress in many other directions.

Again I would like to thank my staff especially Arlene Koscianski, Dick Barrett, Pete Arras, and Phil Kuhl, for without their assistance this paper would only be about a quarter of the length and a tenth as good. I have been asked by many of our readers as to whom writes the Governor's Lounge and some of them now know. Because of his fine work and literary ability I can no longer keep it a secret. The article is penned by one of our longest members and the chapter's Historian John Woodbury. It is one secret that I can no longer keep to myself because his work is so interesting and informative.

Pete

CALENDER OF COMING EVENTS

Now through October LA&L RR operates excursions over the ex. Erie branch from Livonia to Avon . Sat. & Sun. 1 & 3 PM , July & August, Tues.-Fri. 2 PM

June 20 Railfan Day at the Edaville RR, South Carver, Mass. Price of one regular ticket plus your NRHS membership card will buy a pass good for the whole day

July 25 Bangor & Aroostock- Northern Maine Jct. (just off Interstate 95) to Brownville Jct. \$10.00 Adult, \$6.50 child. write Downeast RR Club Box 285, Brunswick, Me 04011

July 26 Belfast & Moosehead Lake, Belfast to Burnham Jct. \$4.00 adult \$2.00 children , same address as above

Labor Day Weekend NATIONAL CONVENTION NRHS CHARLESTON, S.C.

September 12 & 13 High Iron Co. Horseshoe Curve Trip

NEW BOOKS Don't forget about Bill Gordon's new Book 90 Years of Buffalo Railways Buy from chapter and save \$9.00 soft \$11.00 hard bound

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