



# THE SEMAPHORE

ROCHESTER CHAPTER

N. F. H. S.

Vol. XII

September 1970

No 5

SEPTEMBER MEETING will be held at the chapter quarters at 49 South Ave. Thursday Sept. 17 at 8:00 PM. The business to be discussed at this meeting will have much bearing as to the future of our local organization. The main proposal will be whether or not the club accepts or rejects the Erie-Lackawanna RR's offer to acquire their station at Industry, N.Y. Next item will concern the club's status as a non-profit, educational organization, and any other subjects the members would like to bring up for discussion. Following the meeting Bob French will bring back memories of the old Rochester Subway with a interesting and informative slide show. This promises to be an important as well as interesting meeting, so don't miss it. While you are at it why not bring a friend.

JUNE MEETING Meeting called to order at 8:15 by President Hott. Minuted of the May meeting were read and excepted, excepting an addition of the results of the May elections.

#### ADDENDUM. May minutes

The following officers were elected by the secretary casting one vote

President	Gerald Hott
1st Vice Pres.	Peter Gores
2nd Vice Pres.	Louis Bracey
Secretary	Leon D. Arras
Treasurer	Gregory Sullivan
Director	Harold Caulkins

The motion was made and seconded that we contribute \$25.00 towards the restoration of Car 157 now at the Bloomsburg, Pa. trolley museum. Information the status and location of former Rochester cars was requested.

Eight people helped paint the station at Livonia on the L.A.&L. Dick Pearson stated that there would be subsequent painting sessions on the third Saturdays in June, July and August.

It was reported that Congressman Frank Horton has gone on record that the PC's Hojack branch should be abandoned between Charlotte and Webster.

Our plans for a fall trip to Corning, N.Y. seem impossible at this time because PC refuses to run Passenger trains on freight-only lines. Assemblyman Don Cook intends to talk further with PC officials in Albany about the trip.

Member Henry Pape is in communications with EL officials over our possible purchase of the Industry, N.Y. station. Hank is affiliated with the Rochester & Genesee Valley RR, the owners of the land which the Erie leases. It is hoped that these efforts will soon bear fruit.

Jeffery Gerstung thanked the chapter for the help given the Buffalo Chapter on the May trip. About 507 tickets were sold which made the trip a great success. President Hott also thanked those who worked on the safety committee.

National President Pardee has suggested that the chapter change from a non-profit social status to a non-profit educational one. Since there are many more advantages.

President Hott reported that we are resuming the annual meeting with the Buffalo Chapter again.

Meeting adjourned at 9:15 PM. Following the meeting former member Jim Van-Brocklin presented an excellent program on Reading and N&W steam.

#### WORK REPORT

Dick Pearson reports that much work has been accomplished down at the L.A. & L. R.R. this summer by the club. Among those present for the July detail were members Frank Gordnier, George Bauerschmidt and Dick Pearson. Last minute transportation problems cut the expected number in half. Painting the eaves over the station platform was started and a sign advertising the railroad was erected at the overpass on Route 15. The team of George and Frank later in the month put up another sign near 15a. The August detail included Frank Gordnier, George Bauerschmidt, Arlene Koscianski, and Ben Ketcham. Car windows were washed, and the brush near Bullhead Pond was cleared. A non-member John Bacon helped the group out on the July detail, and he expressed hopes of joining in the future. Dick and Frank would like to thank all those who helped out on the details.

(ed. note) President Hott received a letter of appreciation from E.H. Blabey V.Pres. of the L.A.&L. expressing his thanks for all the chapters assistance this summer.

Talking about the L.A.&L, member George Bauerschmidt's truck is now painted with the L.A.&L. emblem. Also Frank Gordnier has been put in charge of the RR's passenger traffic promotion.

Your editor had the dubious honor of being fireman on the train that derailed down at the junction on the L.A.&L. Although no one was hurt things were very tense for a few minutes with the one car on two different tracks and also listing about 25 degrees.

## GOVERNOR'S LOUNGE

## PENN CENTRAL - TRUSTEESHIP: Right or Wrong

Some visitors to the Lounge have expressed surprise at the Penn Central bankruptcy. Frankly your occupant of the Lounge was not surprised, only being amazed at the quickness at which a 5 3/4 Billion outfit went under.

We fully believe even to this day that the maneuvers Robert R. Young and the Alleghany Corporation made back in the early 1950's to merge NYC and C&O were a step in the right direction. As Joseph B. Eastman Chairman of the ICC in the 1930's had expressed the view that one, two or three strong railroads in the east were the answer to the competition and other troubles which continually plagued eastern roads.

But the ICC denied Mr Youngs Alleghany Corp request of merger. Mr. Young with the help of Texas interests mainly the Murchison Brothers tried for control of Pennsylvania and after much purchase of stock still did not have the necessary control. Mr. Young being one of those slick promoters and get rich quick boys appealed to his good friend the Prince of Wales and lo and behold found that with the Duke of Windsor's help he would better purchase NYC outright, which is what he did.

Thus did NYC come under Robert Young and Alleghany Corp. So what happened to Alleghany's interest and partial control of PRR. In the fight to get stock control of Central, did Alleghany sell its interests to Cyrus Eaton and his Cleveland Trust. Cleveland Trust we note owns much C & O stock today, loaned B & O money to buy C & O hoppers, and which bank has been hitting hard at Penn Central.

Now we cannot proceed without considering Alfred Perlman. Some people mainly Trains Magazine consider Mr. Perlman as the cats nuts. Having served under him and having seen what he did to NYC we violently disagree with TRAINS. We would remind Trains of Mr. Perlman's background long before NYC. Maybe Trains would like to study what happened to Missouri Pacific Denver & Rio Grande Western and Western Pacific under Alleghany control. Only in 1968 did Missouri Pacific emerge from the longest major railroad receivership, over 25 years. And I feel that Mr. Perlman as chief operating officer for Rio Grande was responsible for the death of Wilson McCarthy Trustee of Rio Grande. Mr. Perlman first undermined Mr. McCarthy by refusing to recognize Rio Grande stake in the Salt Lake Gateway case of the late 1930's when Southern Pacific opposed the MP DRGW WP route to California, AT&SF and the northwest boxing out UP in the share of Northwest traffic. Mr. Perlman supported Southern Pacific. Then when Alleghany did lift the Rio Grande receivership under McCarthy, Mr. Perlman who testified in favor of Alleghany. So Mr. Young to show his appreciation made Mr. Perlman President and Director of his newly acquired NYC at the appropriate time.

This move took place May 1956, in January 1957 Mr. Young shot himself, reason unknown to the General public, but we do remember the Perlman wasted no time expressing himself on railroad problems, trim the branch lines, cut down on right of way to save taxes no piggybacking, why haul empty trailers on the railroad, you save truckers wear and tear, no carrying of completed autos, why should we favor a competitor who takes away our business. Eliminate inner city terminals taxes eat up what advantage we have in a downtown terminal. Lots of what Perlman said made some sense but behind his theories was the theme of less service to the traveling and shipping public, he put those policies into effect and right away you recognized that Perlman did not believe that the RAILROAD ONLY HAS ONE COMMODITY TO DISPENSE TO THE PUBLIC, THAT IS SERVICE. We wonder if Young recognized the menace of Perlman and could find no answer to combat him and thus considered suicide.

Anyhow lots happened Alleghany sold its interest in NYC to such firms as Murchison Brothers, Salomon Brothers & Hutzler, and Consumers Diversified Funds, Inc. Perlman found himself without funds to operate, so borrowed money from Swiss Banks and Skagma Gamble. In addition he had to hire truckers to recover his piggyback business and develop Flexivan. He had to hire Robert Hoffman from Ford Motor, make him executive Vice-President and Hoffman saved his auto carrier business, in fact increased it to such an extent that it was returning more money to NYC than the highly touted Perlman Flexivans. To increase interline connections Al hired men from other railroads and made them General Managers or similar posts to use their influence with their old connections. Because more and more you saw that Perlman cut local service. He neglected the shipper with the \$300 check for freight charges in favor of the shipper with thousands of dollars freight charges to pay. He cut so on facilities to serve the public that he became known as the world's biggest junk dealer and would you know it today there is no accounting for the money received from such junk.

Perlman became more desperate so he sought merger. Having little knowledge of railroading and being the fast earning buck boy that he is, he first approached PRR. But Martin Clement and Walter Franklin Chairman and President refused to talk. Next he tried merger with B&O but that stalled for so long that he finally purchased controlling interest in Reading and when he tried to merge Reading into Central, B&O accepted the C&O offer to be acquired by them. Pennsylvania bitterly opposed the Reading takeover as well they might, and opposed Perlman so that the Courts which had acquired from a lame ICC rendered a decision against NYC. It was during this bitter court battle that the then President and Chairman, James Symes of the PRR told Perlman, "to put his financial house in order and then we will talk merger." Immediately thereafter merger talks commenced and soon application was made to the ICC to merge.

While Perlman was changing the image of New York Central from a highly respected essential business member of the community and the state to one of jittery disliked non-essential business partner, a Virginia Banker and Corporation Lawyer was making Norfolk & Western tick, first seeing the N&W acquiring Virginian then N&W getting interest in Wabash and Nickel Plate in a merger that was approved even while application of Pennsylvania and New York Central was pending. So I suppose those who had an interest in Penn which controlled Norfolk & Western hired Mr. Saunders, the Virginia Banker & Lawyer to become their board Chairman and suddenly the only job James Symes had was to Chairmanship the PRR-NYC merger, efforts.

Everyone knows by now that the man in The Governor's Lounge opposed the Penn-Central merger for two basic reasons, first that too much territory and too many little shippers would be sacrificed in an area Pittsburgh and West and therefore only 25 people would really benefit by such a merger. Second that PRR and NYC have been rivals all this Century and if only two roads are needed in the East those two systems should be based on PRR as one great system, NYC as the key for the other great system.

But the lame inept Interstate Commerce Commission did not see it that way for by a vote of 12 for and 11 against they favored PENN Central and by a vote of 11 for and 12 against turned down the Burlington Great Northern Pacific to merge. Now we have the Burlington Northern as the result of a court battle and reconsideration of the CBQ-GN-NP merger application. Why in heaven's name approve one and not the other. The answer was not long in coming.

The Penn Central merger was approved in October to take place in February 1968. In July 1970 the PC is bankrupt. Chairman of the ICC was Norman Miller. Then why when the list of PC officers first appeared in February 1968 they did not list Mr. Miller, but after the ex NYC Vice-President of Finance died, Mr. Miller became Vice-President Finance.



The Occupant of the Governor's Lounge feels that there should not only be a thorough and complete investigation of the Interstate Commerce Commission but that the Directors, Officers such as Chairman Saunders, President Perlman, Financial Vice-President David Bevan, and recall Mr. Miller to testify as to what happened to the assets of Penn Central Transportation Company, the railroad and of Penn Central Company which just appointed a new Chairman, President, & Chief Executive Officer even though the RR company is under trusteeship. The Trustees and the Court should demand and see to it that every penny is accounted for and just how much all these banks, Hold Companies and Trust Funds had to do with the disappearance of 5 and 3 quarters billions in assets.

HISTORY OF THE LEHIGH VALLEY IN NEW YORK STATE  
(continued from June 1970 Issue of the SEMAPHORE)

Before the Lehigh Valley interests could build west to Lake Erie, they ran trains of their subsidiary roads over the New York Central between Geneva and Lyons from 1878 to 1894.

It was deemed necessary by Lehigh Valley interests to reach not only Lake Ontario but Buffalo on Lake Erie as well. So building west from Geneva the road reached Manchester in 1883 and Rochester in 1888, but was not extended west from Rochester Junction to Buffalo till the arrival of the first train at Buffalo on September 1, 1892.

In November 1883 the yard at Manchester was enlarged. Two miles of track were added, 100 men being employed. On February 2, 1914, the present Manchester freight transfer was opened. Another note of historic interest, the last enginehouse at Manchester was opened in 1919.

In order to gain entrance to Rochester, the LV built the Rochester & Honeoye Valley RR and completed it in 1888. The first passenger station at Rochester was constructed on Mt. Hope Avenue.

Recognizing the importance of the territory south of Rochester, to the city, the LV organized the Rochester & Southern to build from Rochester Junction south. In 1893 this line reached Honeoye Falls and the present branch as we know it today extended to Hemlock Lake and opened for business on August 2, 1895.

In 1905 the present station at Rochester was opened. It saw its last passenger train on October 1, 1950 at which time Valley Bus Lines operated busses to Rochester Junction. On January 7, 1957 even the bus service terminated.

An interesting note gleaned from the Rochester papers says that 14th Ward Residents protested location of Rochester enginehouse at Clarissa Street and Mt. Hope Avenues as proposed on August 14, 1914. However Clarissa Street is west of the Genesee River.

Commencing in 1885 the BR&P and Lehigh Valley cooperated in operating a round trip Buffalo Flyer via BR&P Rochester to Pittsburgh & Lehigh Junction and LV to Buffalo. In 1892 however the railroad bridged the Genesee River, the Buffalo Flyer was discontinued and the Lehigh Valley had their own line open all the way from Jersey to Buffalo.

John

FALL TRIPS

- Oct. 3 & 4 Albany to Killington Vt. ski area. \$39.00 for Transport and Lodging  
Oct. 10 & 11 Bennington Vt. to Burlington Vt. same price. For more info. write  
Rail Associates Corp. Dean Hill Road, Killington, Vt. 05751  
Oct. ? Syracuse Chap. NRHS trip to Springfield, Mass write Syr. Chap. for details

TANTALIZING TIDBITS

THE THIRD ANNUAL CONVENTION OF THE NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS met in Kansas City on July 31, August 1st and 2nd. The timetable club is one of the newer clubs in the country and has over 400 members.

GREATER KANSAS CITY NOW HAS THREE RAILROAD STATIONS where trains terminate just like the good old days. Friday July 10 saw the newest depot at 12th and James in Kansas City, Kansas. Union Pacific trains No. 117 and 118 will use it. The first train to leave, UP 117, left on time with 5 units and 2 coaches when it left the station, but it later picked up 22 freight cars at Terminal Junction. The other stations are the Union Station and the Burlington Northern station in North Kansas City. (My comment: This is better than one station for all trains?)

1870 COMANCHE CROSSING CENTENNIAL 1970 - Saturday August 15 marked the 100th anniversary of the linking of the FIRST continuous transcontinental railroad route at Comanche Crossing, a half mile east of the Strasburg, Colorado, depot on the U.P.

Although the Golden Spike was driven at Promontory, Utah, in 1869, that line was not used as a transcontinental route until 1872 because the railroad bridge across the Missouri River at Omaha was not completed till then.

The Kansas Pacific was completed here six years before Colorado became a state and six years before General Custer met some boys named Sioux.

One of the thrills of the celebration was the shriek of four military jets at treetop level over the crowd. (My comment: Thrills?)

(Above items from Kansas City Chapter's "The Local" of July and August)

4 FEET 8-1/2 INCHES - A railroad may be 100 miles long or 10,000 miles long, but its basic measurement is always 4 feet 8 1/2 inches. That's the track gauge--the distance between the two rails, measured from inside edge to inside edge. It has to be kept that way to keep the freight and passenger cars on the rails, and it's one of the things measured by Penn Central's Rail Detector Car.

The measuring is done by a device attached beneath the car. The device was designed by Carl F. Kantola, who retired in 1967 from the Mechanical and Electrical Engineering Department. Last December the U.S. Patent Office granted him Patent No. 3,405,449 for this invention. It consists basically of a bar and a spring, which contracts if the track is narrower than it should be and expands if the track widens. An electrical hookup transmits a running report to a meter inside the car and flashes a warning light and rings a bell if the track gauge varies a significant amount. Mr. Kantola has also designed a similar device which can be mounted on a trailer and pulled behind a rail-highway car or other type of rail vehicle. He's waiting for a patent on this.

Mr. Kantola's inventive talents go back a long way. Back in steam engine days, he won a patent for an improved type of water scoop. This was a device that enabled a steam engine to take on water while passing over a long water-filled trough set between the rails. With the scoops then in use, an engine had to slow to less than 45 miles per hour to take on the water. Mr. Kantola's scoop could work at speeds up to 85 miles per hour.

Mr. Kantola also won a patent for a method of streamlining a steam engine by enclosing it in a sleek, all-over steel shield. The New York Central adopted his design, and the East Albany Shops applied it to a 4075-horsepower Hudson-type passenger locomotive. This was named the Commodore Vanderbilt, after the founder of the New York Central, and was presented to the public in 1934 as "the world's first streamlined high-powered steam locomotive."

(from the "Penn Central Post" of April, 1969)

About August 23 the FLYING SCOTSMAN was to be in Chicago for four days before going to Canada via GTW. The tentative tour is to Toronto and Montreal then back via Buffalo and Cleveland to Chicago for loading on a ship for return to England.

**FIXING UP AFTER THE VANDALS** - The problem of vandalism, afflicting many buildings used by the public, is sadly exemplified in the Philadelphia area. In the first three months of 1970, Penn Central people have had to replace 228 window panes and 18 doors in stations damaged by vandals. In addition, 1081 commuter-train windows, shattered by vandals, have been replaced.

"It's scandalous!" exclaimed Harry R. Reisert, Penn Central carpenter, replacing windows at the station in Bristol, Pa. "We put a new door on this station, and a month later it was torn down," added Joseph Lamberti, carpenter foreman. "And we have to come back about once a week to replace glass."

At the Cheltenham Avenue commuter station in Philadelphia, Grank J. Geisz was painting the frame of a newly-installed window. "Four windows were replaced yesterday ---and today six more have to be replaced," he said. "I've been on the Railroad thirty years, and I don't remember anything like this." Edward G. Smith, painting the interior, shook his head at the obscenities scrawled on the walls. "It takes three coats of paint to cover it up," he said. "Vandalism has increased so much, you just can't measure it. And it seems to be getting worse every day."

(from the "Penn Central Post" of May, 1970)

(My comment: Let's all help cut down on vandals. Whenever you see vandals at "play," notify the nearest authorities or, if you're bigger than they are, tell them they're acting like dumb kids. No one wants to be considered a "dumb kid." You may be called a choice name, but they'll know people care and they might hesitate the next time.)

**CANADIAN PACIFIC MAY GAIN THROUGH CLEANUP EDICT** - An order from municipal council (Tacoma, Wash.) might force CP Rail to make itself some extra money. Council has given the railway a year to install cleaning equipment to remove grain from box-cars marshalled in the Port Coquitlam yard. CP Rail has been given until August to have a \$100,000 incinerator in operation as another step to halt pollution problems at the yards.

Mayor Jack Campbell says the equipment should actually earn the rail company some extra money because it will be able to retrieve about five bushels from each grain car. "I have heard they can clear 400 cars a day," said Campbell. "That's 2,000 bushels at \$1 a bushel---\$2,000 a day." He said CP Rail has agreed the vacuum equipment would be money making.

Grain is cleared from cars by hand, and Campbell said a good deal spills on the ground and attracts rats. "With no grain on the ground, we'll have no rats and the CPR will be money ahead," said Campbell.

CP Rail was fined \$500 last year after council brought charges against it for pollution and for having untidy and unsightly yards. Campbell said council would have no hesitation bringing charges again if CP Rail failed to meet the new deadlines. A railway spokesman said arrangements have been made for the incinerator and that vacuum facilities should be available by the beginning of March 1971.

(from Tacoma Chapter's "The Train Sheet" of March 1970)

**RAIL LINKS WITH AIRPORTS ARE PLANNED IN GERMANY** - In line with the West German government's stated transportation policy objective to create direct connections from all major commercial airports in the German Federal Republic to the rail networks for both passenger and freight traffic, the German Federal Railroad is preparing to send its trains to the airports. Frankfurt (Main) will be the first German city to have its airport integrated into both the metropolitan rapid transit system and Germanrail's long distance traffic network. Construction of the underground railway station below Frankfurt's Rhine-Main airport was started in April of 1969, and service is expected to be operative by the fall of 1972. Total costs for the construction of the new five-mile-long twin-track electrified line are estimated at \$25 million.

Travel time from Frankfurt's main railway station to the airport will be just nine minutes (as compared to 20 minutes by way of the airport buses now in use), 12 minutes from the center of the city, the "Hauptwache." The airport railway station will be equipped with three tracks, two of which will not only accommodate commuter trains but also up to 15-car long distance express trains. Direct connections to



long-distance rail traffic will be of particular importance to air charters and in view of the arrival of the 500-passenger jumbojet. Direct trains from the Frankfurt airport to Mainz and Wiesbaden will be scheduled as soon as the line is operative.

The railroad installations will occupy two levels below the airport, both connected to the airport lobby by heavy-duty escalators. The Germanrail ticket office and baggage checking facilities will be located in the main airport lobby. Trains between the city of Frankfurt and the Rhine-Main airport will initially be scheduled every 15 minutes, later every 10 minutes.

(from the Buffalo "Courier Express" of May 24, 1970)

ALASKA RAILFAN'S GUIDE - Hot off the press is a new item all railfans and travelers will be interested in. A Railfan's guide to Alaska and the Yukon area, a 10-page publication, shows where all active, displayed, and some abandoned railroad equipment is located, and how to reach the locations. With 16 pictures and a full-page map you see a sampling of what's around the north country and where to find them. Send a dollar to Alaska-Yukon Chapter, NRHS, P.O. Box 2248, Anchorage, Ak.

(from their "Moose Gooser" of July 1970)

Zip Code 99501

SEABOARD COAST LINE CONTINUES TO RECEIVE BOUQUETS - In an article appearing in the "Christian Science Monitor," headed "Vacation by Train Still Feasible in U.S.," we find these words: "Another bright spot is the continuing excellent service to Florida on the Seaboard Coast Line with its two daily streamliners, the Silver Meteor and the Silver Star, to Miami and the Champion to St. Petersburg and other West Coast points. Important to budget-minded Florida-bound vacationists are the special round-trip coach economy fares good for 30 days, Monday through Thursday only. The saving is substantial, about \$12 on a Miami ticket. . ." In the "National Observer" for April 13 there appeared a half-page article entitled "Riding South on the Florida Special." The writer mentioned all the attractions of the top SCL train, and summed up by saying that "the hours aboard the Florida Special were pleasant enough. The train personnel were friendly, efficient, and glad to be of service." After mentioning discontinuance of the Florence-Augusta Champion connection, he concluded, "So passenger trains are disappearing even along Seaboard Coast Line tracks. Yet this seems to be one place in the country where long-distance trains will stay around a while longer to carry the travelers who want them."

FRANCE LEADS IN AIR-SUPPORTED VEHICLES - A full-scale TACV (tracked air-cushion vehicle) has already chalked up speeds of 180 miles per hour in tests run near Orleans. The prototype is 84 feet long and 12 feet wide, with 80 seats in a 3-2 arrangement. A half-scale model, with rocket propulsion, has reached speeds of 265 miles an hour. A 75-mile double-track line is planned, connecting Orleans with Paris. It is likely that a linear induction motor will be used. Germany is studying such a vehicle for freight; and Great Britain is planning a 200-mph hovercraft on a 4-mile test track by the end of the year as a possible forerunner of vehicles to connect Heathrow Airport with central London.

DOT TEST SITE - The Department of Transportation has selected a site 20 miles northeast of Pueblo, Colorado, for testing high-speed ground passenger vehicles. Secretary Volpe said that preliminary plans call for construction of two tracks, one oval and one straight, each 20 miles long. Among items to be tested are improved rail vehicles, linear induction motors, tracked air-cushion vehicles, etc.

PROGRESS - IT'S FASTER THAN YOU THINK - Two hundred years ago, it took George Washington an hour and three-quarters to ride his horse from Mount Vernon 19 miles to Washington---or Georgetown, perhaps. Today, with a multitude of highways and powerful autos, it takes, during rush hour at least, even longer.

Another tidbit: The statisticians tell us that during 1966 the total delay time at Kennedy, LaGuardia and Neward airports was tallied at 33,000 hours.

(My comment: Would anyone hazard a guess at the 1969 figure?)

(The above items from East Carolina Chapter's June "Tarheel Telegrapher")



The following excerpt on a present-day peril of northern railroading is stolen from the May issue of Alaska-Yukon Chapter's "The Moose Gooser." At least Mr. Gale wasn't wearing snow shoes.

# THE RAILROAD BEAR - By George Jennings Gale

During the historically cold Winter of 1946-47 I was the agent-telegrapher at Healy, Alaska. By the way that was the winter when it was 84 below at Snag, 76 below at Dunbar and 72 below at Clear while Healy was a warm 68 below.

But before this cold snap came on we had a real Christmas thaw which evidently drove some of the bears out of their hibernation due to their dens becoming flooded, etc.

On the night of January 17th I was asked by the train dispatcher to go down into the Old Healy yard and check on the big hook "Wrecking Crane" as the through freight the next morning very early was ordered to pick this hook up to take to Fairbanks.

It was about 10 P.M. when the night operator called me on this movement and I was the agent and responsible to for running condition of the Big Hook.

Gathering up my parka, mukluks, electric lanterns and other necessities for a 3-mile walk in the extreme cold weather I started down into the bleak black Old Healy yard as the crane or big hook had been set out on the old caboose track for some weeks.

Arriving down there I saw that the section men had dug out the idler flat car and the yard engine crew had removed the flat, thus leaving the hook itself swinging freely about 4 feet above the rails.

But the crane itself was deep in ice and snow and looked as though it might remain so all winter as it was down at the extreme end of the track.

While looking things over as I had to move pretty slow for fear of frosting my lungs, I heard a rustling rattling sound jangling, and straightening up I saw something very large coming upon the main line, and then moving up the caboose track and I at once mounted the crane, but this weird rattling giant was following me so I crawled right out on the boom, supporting the big hook itself.

But here again I was pursued as I know by now it was a bear, a winter bear with his fur or hide really frozen stiff around him, thus the crackling or rattling sound.

I crawled down the chair supporting the big hook, but did not get down on the ground as yet for I did not know just how to handle the situation.

I was hanging on to the chain with my feet on the hook as the bear waved his icy paws some 3 feet above my head and indeed I was scared.

The bear then backed down off the boom and to the crane, and I at once began climbing back up to the boom and just about in time for the bear arrived down on the ground or railroad track and stood up and now his paws were waving some 2 feet below my face.

The big hook began swinging and hitting and he began fighting it until it was swinging in a wide arc and when the farthest from the bear I shined by lantern light into his eyes, and the big hook swung back and struck him on the shoulder and he was knocked some 30 feet down the icy grade to a ditch below and he lay still.

I backed off the boom and in the cab which was about 2 feet by 4 feet with all the windows broken which afforded me no protection, but I did find a cardboard carton containing about a dozen fuses.

I lit one and tossed it down towards the bear, another I placed on the track, and then lit out for home. But again I could not travel very fast, but did make it a slow trot.

I then saw the terrifying beast come upon the railroad tracks, and he was having some trouble getting around my fuses. I bet he was the first grizzly to be flagged down by a railroad fuse, but not for long enough.

Coming to the short bridge spanning a steep canyon, I placed a lighted fuse on each end of the bridge.

There was a string of box cars extending down past the round house, and I lost no time in mounting this string of cars and high balling it for the old union depot.

I lost count of the old frozen grizzly, and when I hit the warm depot I found out that I needed a bath and how I did need a bath.

Thinking things over I knew under ordinary conditions I could have never climbed that cold frozen chain as I did under stress of being mauled by that grizzly.

I told telegrapher George Gore about my experience and also the train crew when they were called to take out the through freight North. Of course no one believed my story. Oh yes, they believed that I needed a bath, but that ended at that.

The crane was finally dug out and taken to Fairbanks.

Some three days later Ray Rupp the section foreman at Ferry, some 12 miles north of Healy, saw a winter grizzly wrecking his meat cache and making off with a quarter of caribou meat. Ray got his 30-06 Springfield out and dressed. He followed the bear up Ferry Creek and then saw the tracks leading up the banks but no farther.

Ray, being a real Sourdough, walked upstream and crossed the ice some 300 yards above where the bear lay on the bank waiting for him.

Ray, snowshoeing back down stream but up on the bank, saw the bear under and behind some cedar boughs waiting for him. If Ray walked across where the bear climbed up the bank, his head would be about 4 feet above the creek ice and the bear would perhaps have torn his head off.

The bear and Ray saw each other about the same time. The bear came crawling towards him, his head moving from side to side and in and out like a snake and he hissed much like a snake, his little red eyes blazing and the filth and slime in between his long yellow teeth was enough to unnerve most any man, but Ray got 5 shots into him.

Later these 5 bullets fairly rattled in the bear's skull.

This animal normally would have weighed some thousand pounds, but due to his starved condition he weighed about 300 perhaps only 250 pounds. The sled dogs would not eat the meat, and the fur was absolutely worthless.

Arlene

#### EDITOR'S PAGE

To all my readers, I am sorry that Barrett's column the Bark Peeler did not appear in this month's Semaphore. I only realized about five days ago I had to have this done two weeks ahead of time because I was going to the convention, and was unable to make contact with Dick. But he will return to next month's edition.

On the 15th of August members of the Rochester, Buffalo, and Central N.Y. chapters met at Martisco, (Central N.Y. own R.R. station) and discussed mutual problems and ideas. It was a worthwhile event for those attending and much was learned. Report at this month's meeting.

Well must leave now, off to Charleston.... See you at the meeting

Pete

NOTE NOTE\*\*\* Railroad exhibit at Rochester Museum through Sept. 20.

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 welcomed.

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