



THE SEMAPHORE

ROCHESTER CHAPTER

N. R. H. S.

Vol. XII

February 1971

No. 10

(NOTE DATE CHANGE TO FEB. 11)
FEBRUARY MEETING will be held at the Chapter's quarters on the third floor at 49 South Ave., Rochester. The business meeting will consist of discussion in proposed changes in the Constitution for incorporation, progress on the chapter's book sales. Any progress report on the depot. Also DUES ARE DUE, don't forget to bring you dues, there will be a \$1.00 surcharge after March 1st. After the meeting Greg Sullivan and Peter Gores will present a slide and movie program on their travels this summer and the convention in Charleston, S.C. (MEETING IS FEB. 11)

JANUARY MEETING was held on January 21 at the chapter's quarter's on South Ave. Treasurer Greg Sullivan reported that still many of the memberships had not been renewed as yet. Sales on the book were reported as going well by Arlene Koscianski. There was some talk about changes to be made in the constitution. After the meeting the movie 'Movin' On' was shown to the Club and was well received. Our thanks again to Frank Gordnier for getting the film for our enjoyment.

THE BARK PEELER

by DICK BARRETT

This month the Bark Peeler focuses his attention on 10.93 miles of track in western Massachusetts and southern Vermont. This line, affectionately known as the Hoot Toot and Whistle, should have a special meaning for every railfan. In 1934 the Railroad Enthusiasts ran the first organized fantrip ever made on an American railroad. Yes, as you've probably guessed, I'm talking about the Hoosac Tunnel and Wilmington Railroad.

The reason for my nostalgia is that shortline magnate Samuel Pinsly has filed a petition with the Interstate Commerce Commission seeking permission to abandon the entire railroad. Unfortunately for us sentimentalists, Mr. Pinsly has a good case since the HT&W has only one regular customer left along the line. The Deerfield Glassine Paper Co. in Monroe Bridge brings in pulp and oil and ships out paper.

Once a year the HT&W enters the atomic age as it ships in a special car loaded with radioactive rods for the Yankee Atomic Power Plant at Rowe, Mass. And then, of course, there are the periodic railfan excursions utilizing gondola cars fitted with folding chairs from the local funeral parlor. It is probably because of these trips that I have such a great fondness for such a little railroad.

The HT&W was built by a paper mill to haul pulp out of southern Vermont to a connection with what was then the Fitchburg Railroad (now the Boston & Maine). A charter was issued to the Deerfield River Company in 1884, and on July 4, 1885, a handsome new 4-4-0 built by Baldwin hauled the first train from the Fitchburg Railroad connection at the mouth of the East Portal of the Hoosac Tunnel to the Village of Readsboro, Vermont.

This first 11 miles of the HT&W parallels the Deerfield River as it twists and climbs on its way to Readsboro. And I do mean climbs! One stretch of track (1.2 miles long) just south of Monroe Bridge climbs at the rate of one foot vertically for every 63 feet horizontally.

The success of the HT&W started a case of railroad fever in the valleys of southern Vermont resulting in a 13-mile extension to the namesake town of Wilmington, Vermont. The HT&W was now a 24-mile-long cliffhanger.

By August of 1913 the main line had been converted from 3-foot gage to standard gage. Branching off the HT&W at Mountain Mills was the Deerfield River Lumber Company Railroad. Here many of the HT&W's narrow gage steamers found a second life.

Then in 1922 the HT&W got a new owner—the New England Power Company. In that same year the power company started work on the Harriman Dam about two miles north of Readsboro. The body of water created by the dam resulted in a necessary relocation of track. The relocation created a grade that rose 180 feet vertically in a little over a half mile. To make the grade, HT&W trains had to rumble out of Readsboro at top speed and literally charge up the grade. This relocation was, however, only a temporary expedient as the reservoir, when full, would require a locomotive fitted with SCUBA gear. Then came the big debate. The power company wanted to abandon the road north of Readsboro, and the local townspeople wanted the line relocated. The townspeople finally won out and the line was relocated to the western side of the reservoir with the aid of two switchbacks. Meanwhile, back at the depot, the power company suddenly found that the railroad had a substantial cash

reserve. So, in 1922, the railroad paid its first dividend in 11 years---\$10.00 per share. Then the following year they paid out the fantastic dividend of \$75.00 per share. In 1924 the railroad paid its last dividend of \$5.00 per share.

In 1926, during prohibition, the town of Monroe Bridge was a notorious oasis for railroad workers and power company employees. In the wee hours of the morning of March 24, 1926, a special train rolled into Monroe Bridge without lights or whistle. When the train stopped, 25 law enforcement officers got off and raided the sleepy village. For the return trip the train was well filled with citizens headed for the pokey.

In March of 1936 the inevitable came. The shaky Mountain Mills trestle, which had already been rebuilt since the track relocation, collapsed. Later that year Sam Pinsly bought the line for \$233,000. One of Mr. Pinsly's first acts as new owner of the line was to petition for abandonment of the line north of Readsboro, so then the railroad reverted back to being its original eleven miles.

Since Mr. Pinsly took over, the HT&W has had its ups and downs (no pun intended); but Mr. Pinsly is first a businessman and right now the future looks bleak. Perhaps we will lose this little line.

My last trip over the HT&W was in 1964. This was a Railroad Enthusiasts, Inc., fan trip from Boston in B&M Budd cars. After a run thru the Hoosac Tunnel into North Adams, Mass., we reversed direction and made a second trip thru the tunnel. Shortly after emerging from the East Portal, we pulled into a siding. Here we transferred to gondola cars equipped with folding chairs for the trip up the HT&W. Our motive power was one 44 tonner on the front and another 44 tonner on the rear. It was a far cry from that first fan trip in 1934 when #21, a 4-6-0 built in 1892, pulled a borrowed B&M coach and a caboose up the line. #21 was an ex-Lake Shore and Michigan Southern.

I hope I'll get another chance to ride the HT&W. It's a fascinating road. But that will depend on how the wheels of progress grind. Progress---that tangible intangible that is on one hand a friend and on the other, an enemy.

Railpax News - from the WALL STREET JOURNAL, January 29, 1971

More routes are added to new rail passenger system to begin May 1.

5 new routes have been added to the basic system which was announced last November. The new routes include:

- San Diego - Seattle
- New Orleans - Los Angeles
- New York - Kansas City
- Washington, D.C. - Chicago
- Norfolk and Newport News - Cincinnati

It was also revealed that the two spur lines off the Florida routes to Tampa and St. Petersburg had been erroneously omitted from the first report.

This now determines the basic system with the only possibility of new routes being added as a result of court action. Still to be determined though are the actual routes to be used between cities and the designation of station stops.

* * * * *

ROSS HALL extends his regrets for the absence of THE EUROPEAN EAVESDROPPER. Several pounds of material, all requiring translation, arrived from The Continent the day of our SEMAPHORE deadline, so his column will return next month.

NOTES FROM THE GOVERNOR'S LOUNGE

by JOHN WOODBURY

THE DELTA QUEEN AND THE RAILROADS' NAVIES

Arlene had asked us to do more on the AZALEAN story covering transportation in New Orleans but trust she will forgive us as we had not realized so many in our Chapter were interested in boats. Knowing of only two members of the Steamboat Bill Society, let me tell those interested in boats how much "shipping" has meant to the railroads down through the years.

The Delta Queen, to further enlighten you, is now the only ship owned by the Greene Line Steamers, Inc., of Cincinnati, Ohio. President of the line, E. Jay Quinby, is honorary life president of the Electric Railroaders Association. Why he acquired the Greene Line we don't know, although we suspect his secret passion was playing the steam caliope and the Delta Queen has one. Jay has become quite famous as a caliope performer on the inland waters of the U.S. However, we never talked to him about anything except electric railroads. His cousin, Henry Dean Quinby, was a member of the Rochester Chapter for about ten years until joining up with Bay Area Rapid Transit (BART).

The Delta Queen, as you may know, was once a Sacramento River steamer, disassembled at Antioch, California, crated like a piece of furniture to be towed like a barge through the Panama Canal, and reassembled near New Orleans to enter service of Greene Line Steamers in 1947. Since that time she has been the only passenger service of the Greene Line, a 70-year-old company which once plied the inland waterways from Oil City and Charlestown, W. Va., and Zanesville, Ohio, to Twin Cities, New Orleans, Jefferson City, Mo., and Decatur, Alabama.

Since the Delta Queen came from the Pacific Coast, how many of you realize how active the railroad navies are in that section of our country. Southern Pacific, for example, once operated the Golden Gate Ferries, Inc., with some 17 ferries in San Francisco Bay. SP subsidiaries, Northwestern Pacific, Petaluma and Santa Rosa, and Visalia Electric all once had passenger steamers on the Sacramento River. The Petaluma and Santa Rosa Railroad still offers barge and tugboat service. Western Pacific was once a tenant of Golden Gate Ferries, while today WP and its father, Santa Fe, have extensive harbor freight fleets in San Francisco Bay.

Look at the Los Angeles area. Pacific Electric, under Huntington ownership, financed Catalina Island's first boat line, and the only other railroad, Santa Fe, once owned 49 percent of the Pacific Coast Steamship Company along with Great Northern and Northern Pacific. The other two railroads in the northwest—well, Union Pacific acquired the Oregon Railroad & Navigation Co., which at one time offered quite extensive service on the Columbia and other rivers of coastal Oregon. Even today the Milwaukee Road has extensive barge freight service to connect its lines out of Port Townsend, Wash., and Bremerton with the main lines at Everett and Seattle.

Now we are getting up into Canada's British Columbia. As for Canada, let me state here that the Canadian railroads have never been restricted in their car ferry, passenger ship, inland lake or waterway operations (the St. Lawrence, for example) as have American railroads. To tell you about Canadian water routes would require a separate story since some of you know it was quite extensive even on Lake Ontario.

Now why did American railroads give up ownership of their extensive water holdings? First was the Panama Canal Act which limited the rates railroads could charge on their transcontinental traffic. Then President Theodore Roosevelt thought

the railroads had too much power and gave them 20 years to give up their steamship holdings and limited them to service and lines which did not involve movement through the Panama Canal nor could they engage in any service on our inland waters with the exception of car barge movement.

As to car barge movement on those inland waterways, only one operation remains today at Natchez, Mississippi, involving the IC and MP. But do you recall the SP, MP, and T&P car ferries at New Orleans? Do you recall the peculiar setup the Milwaukee Road had at Marquette, Iowa? Their spindly pontoon bridge east across the Mississippi was subject to water levels and floods and is now long gone. Then the Milwaukee got out the barges and pulled them across the river with a stationary steam plant on each shore.

The operations on the lakes were and still are a great sight. The Christopher Columbus was the only "whaleback" passenger steamer ever built. Controlled jointly by the Milwaukee and C&NW, it offered you a lake ride between Milwaukee and Chicago. The PRR operated Keystone Navigation on Lake Ontario for freight only to serve Sodus Point and Canadian ports. Also PRR's Erie & Great Lakes Steamship Co., which, as the name implies, connected PRR cities on Lake Erie with other Great Lake ports.

Not to mention the Ontario Car Ferry Company, Rochester's very own! Canadian National owned 60 percent of the line and 40 percent was owned by the Buffalo, Rochester & Pittsburgh Railway. An entire article could be written on this from our happy memories.

How about Chicago & Northwestern control of the steamers on Lake Geneva, Wisc., Detroit United Electric Railways control of the Put In Bay Line (later Ashley & Dustin Steamers), or DUR control of the launches on Lake St. Clair, Michigan?

The New York Central was not much of a steamship operator outside of its New York and Boston navies, but Michigan Central and Soo operated the car ferry at Mackinac City, Michigan, and which later became Soo owned exclusively. What, Canadian ownership??? Don't forget the majority stockholder in Soo Line today is "CPRail". NYC cooperated closely with the Cleveland & Buffalo Navigation Co. and reportedly owned the Thousand Islands Steamboat Co. outright.

Today the railroads with large navies on the Great Lakes are Chesapeake & Ohio on Lake Michigan and the Detroit River; Ann Arbor on Lake Michigan; and Grand Trunk on Lake Michigan and the Detroit River. Norfolk & Western has a navy at Detroit as well as in the Norfolk area, and the Lehigh Valley was a good customer of Erie & Great Lakes Steamship Co., the above-mentioned PRR subsidiary.

Nor can we forget the Southern Pacific had their Morgan Line from Gulf ports to the Atlantic seaboard. MKT and SL-SF controlled Southern Steamship Co., a competitor of Morgan Line. Illinois Central owned Mississippi & South American Steamship Co., now largely divided between Delta and Lykes Brothers Lines. The Louisville and Nashville operated Gulf Transit Company in competition with Illinois Central.

The Atlantic Coast Line was truly named for it controlled Savannah Steamship Co., Merchants & Miners Transportation Co., and even operated boats on the James River between Richmond and Norfolk. The Seaboard Coast Line Railroad benefits today by cooperating with Sea Train Lines Ltd.

Truly the railroad with the largest navy was the Pennsylvania with operations on Chesapeake Bay, Baltimore, freight and passenger operations at Philadelphia and the Delaware River, and New York harbor to mention the most important. And don't forget the Baltimore & Ohio at Baltimore, Philadelphia and New York; the Reading at

Philadelphia and New York; the Lehigh Valley, Central Railroad of New Jersey, the Erie and the Lackawanna all in Greater New York harbor. In fact, the railroad navies of the Port of New York comprise their own story, and even the ferries ROCHESTER on both the Erie and New York Central make an interesting memory to write about.

New England showed its railroad influence in "shipping" with the Central Vermont Transportation Co., New Haven's ownership of New England Steamship and Eastern Steamship, and Maine Central's ownership of Portland & Rockland Steamboat Co.

Truly the railroad navies play an important part of railroad history, and I can only touch on them briefly here, but my memories of rail-steamboat excursions out of Chicago and around Ohio, on Lakes Erie, Ontario and Michigan, along the St. Lawrence and in New York harbor would fill several pages of another article.

But enough for now while, with apologies to Arlene, I retire to my Room B on A Deck, port side.

(As was announced at the January meeting, the DELTA QUEEN has been given a one-year reprieve by Congress and will operate the 1971 season. Ride her while you can. I became so interested in this steamship, I just finished reading her fascinating history in "Delta Queen" by Virginia S. Eifert. It can be read in an hour. Arlene)

* * * * *

THE TWENTIETH CENTURY LIMITED

Part One

by PETER E. GORES

The TWENTIETH CENTURY LIMITED, which is considered to be the most famous train in the world, has gone through three major periods of development: the period from 1893 to 1902; from 1902 to 1938; and from 1938 to the present.

The nineteenth century ended. There was a different atmosphere in this new century---the twentieth. Stately grace was giving away to unhurried speed. Telephones were replacing written messages, and soon the automobile would supplant the carriage. Industries were growing, developing, spreading, with an unheard of rapidity. Two great cities were daily becoming greater---New York, the gateway to the Nation; Chicago, the gateway to the West. Typical of the new era, these cities became so important to one another that ordinary modes of travel and former train schedules were out-grown. Such centers of industry required a special train. And so, on (June 15, 1902) a train made the run from New York to Chicago in twenty hours. It was the train for the era, and from that took its name---THE TWENTIETH CENTURY LIMITED.¹

Little argument exists that the most famous passenger train in the United States was the TWENTIETH CENTURY LIMITED of the New York Central System. Of the many hundreds of Limiteds, Specials and Flyers that have crossed our great country, none has ever stirred the imagination as has the TWENTIETH CENTURY. The "New York Evening World" once said editorially that the name was "so magnificent that it should never be printed save in capital letters, thus: THE TWENTIETH CENTURY LIMITED."²

¹Roger Reynolds, FAMOUS AMERICAN TRAINS (New York: Grosset and Dunlap, 1939), p. 79.

²Edward Hungerford, THE RUN OF THE TWENTIETH CENTURY LIMITED (Rochester, N.Y.: The DuBois Press, 1930), p. 45.

The train's history begins with the World's Columbian Exposition in Chicago in 1893, almost ten years before the CENTURY made its maiden run. George H. Daniels, General Passenger Agent of the New York Central and Hudson River Railroad, had the job of getting as many people as possible to ride to the exposition via the Central. He brought about one of the greatest publicity stunts in history by having the Central's best train, the EMPIRE STATE EXPRESS (which was also one of his ideas), race the clock and set a world speed record of 112.5 mph between Batavia and Buffalo, N.Y. This would have been good enough for anyone except Daniels. He then put into service a special train, the EXPOSITION FLYER, just to serve the fair. This train ran on an unbelievable, unprecedented schedule of 20 hours between New York and Chicago and was the fastest train in the world at that time. The new train met with great success but was withdrawn after the Exposition.

The idea of a permanent, fast deluxe New York-Chicago train obsessed Daniels, and finally, with great flourish, the LAKE SHORE LIMITED was put in service in November 1897. Though it was slower than the FLYER, no one complained because what the LAKE SHORE lacked in speed, Daniels made up with luxurious, high-class accommodations.

But in 1902 George Daniels scored his biggest triumph with the inauguration of the TWENTIETH CENTURY LIMITED. It had always been one of his greatest wishes to have a year-round train travel from "New York to Chicago in 20 hours, like a bat out of hell, in specially built cars with extra-fine service."³

The CENTURY was all Daniels' from its conception till when he retired from the Central in 1907. It was said that not even the napkins for the diner were ordered until they met his approval. Thus he always had extra engines along the whole route from New York to Chicago so the train would always be on time.

The biggest problem he had with the CENTURY was the schedule it should run. Though the EXPOSITION FLYER had run the trips in 20 hours, it had been only a summer train, and no train had ever run year-round on a 20-hour schedule. However, one thing had changed since the FLYER had run and that was the introduction of new 100-lb. rail which had been laid in the late 1890's. After much heated debate among Central's executives, it was finally decided that it would be practical to run the train on a 20-hour schedule the year around.

When it was announced that the CENTURY would run year-round on a 20-hour schedule, British journalists were quite skeptical:

Surely it is only an experiment. Can so high a rate of speed as will be necessary to accomplish the feat be maintained daily without injury to the engine, the rails and the coaches? The operators will soon find out that they are wasting fortunes in keeping their property in condition, and then, loving money better than notoriety, the 20-hour project will be abandoned.⁴

Not only did the schedule work, but five years later the running time was reduced to 18 hours.

In an age when the finest in railway travel was front-page news, the new CENTURY was described by the press in these glowing terms:

³Stewart H. Holbrook, THE STORY OF AMERICAN RAILROADS (New York: Crown Publishers, Inc., 1947), p. 96.

⁴Alvin F. Harlow, THE ROAD OF THE CENTURY (New York: Creative Age Press, Inc., 1947), p. 413.

These trains express the latest art in carbuilding. No effort nor expense has been spared to provide the traveling public with all the comforts and conveniences that are afforded by the highest grade hotels; the furnishings and fittings being complete in every detail. The exterior of the cars is painted Pullman standard green color, the ornamentation in gold being simple, but very artistic; Gothic lights and oval windows of stained glass set in metal frames lent additional beauty to the exterior elevation.⁵

The equipment of the first run was described as follows:

The trains will be composed of buffet, smoking and library, composite cars Decius, Cyrus, observation cars Alroy and Sappho, 12 section drawing-room state-room cars Petruchio, Philario, Gonzalo and Benvolio.⁵

As you can see that first train was quite small as compared to the more modern CENTURY, but it was always the largest money maker for the Central since its beginning

On the morning of June 15, 1902, with Thomas Sherwood at the throttle and Thomas Jordan as fireman, New York Central #25, TWENTIETH CENTURY (the "Limited" was added five days later), left New York City for a future that would make it the most famous train in the world. On this first CENTURY were twenty-seven passengers from "high society."

Unknown to many people is the fact that the CENTURY was almost as famous as a mail train as a famous passenger train. Important mail demanding assurance of overnight delivery between New York and Chicago was sent by business houses directly to the departing CENTURY for handling in a single car. In New York the number of pieces delivered directly to the train by messenger in recent times averaged 7,500 daily and 3,800 in Chicago.⁶

In 1922 a 200-foot maroon carpet became part of every departure of the CENTURY and, except for World War II and the period between 1958 and 1962, the rug was there to greet patrons of the CENTURY. This tradition is carried on by no other train in the world.⁷

When the New York Central, in 1926, transported more Pullman passengers than any other American railroad, the CENTURY's gross earnings were ten million dollars. To maintain this service required a fleet of 122 deluxe cars and 24 locomotives, all assigned exclusively to the CENTURY. Rarely did the train operate without the green flags indicating additional sections. On a record January 7, 1929, seven identical trains left Chicago for the East carrying a record total of 822 revenue passengers, each of whom paid \$10 extra-fare surcharge for the privilege of riding this name train

⁵Lucius Beebe, 20th CENTURY (Berkeley, California: Howell-North Books, 1962), p. 39.

⁶S. Kip Ferrington, Jr., RAILROADS OF TODAY (New York: Coward-McCann, Inc., 1949), p. 34.

⁷David Marshall, GRAND CENTRAL (New York: Whittlesey House-McGraw-Hill Book Company, Inc., 1946), p. 189.

To Be Concluded In The March SEMAPHORE

NOTICE: Mr. Harold Caulkins is now in Room 306 at St. Ann's Home, 1500 Portland Ave., Rochester, N.Y. 14621, and can now enjoy visitors. He's doing well!

For those who may have missed this item, I'd like to copy the following from the "Time Out" section of Saturday, February 6, 1971, TIMES-UNION:

THE SHORT AND LONG HAULS OVER RAILS IN UPSTATE NEW YORK - by LLOYD E. KLOS

For those who remember the days when the trolley was the principal means of transport in a city, and the steam-propelled train provided the medium of travel over long distances, two recently published books will furnish reams of nostalgia.

For the trolley buff, there is ELMIRA AND CHEMUNG VALLEY TROLLEYS by William R. Gordon. The 11th book to be compiled by this ex-postman, it is rich in pictorial lore of the days when the city trolley and interurban juggernaut ruled the rails of the Southern Tier city.

Though there is a text, chief interest is in the 339 pictures, many of them never published. The Elmira system was a typical electric rail network. Starting as a horse car enterprise in 1871, it converted first to steam operation, and finally to trolley, electrification being completed in 1891.

During its history, the Elmira rail operation employed many companies, including the Elmira & Horseheads Railway, the West Water Street Railway, the Maple Avenue Railroad, Elmira Transfer Railway, West Side Railway, and finally, the Elmira Light, Heat and Power Company, which ended trolley operation in 1939.

All phases of the history of this system are covered in story, pictures, maps, and reproductions of transfers, tickets, etc.

The second book will have a greater appeal for those of the Rochester metropolitan area. WHEN ROCHESTER RODE THE RAILS (sic), published by the local National Railway Historical Society chapter, also relies heavily on the use of pictures which never had appeared in print.

How many remember the boat train which ran from the old B.R.&P. depot on Main Street West to the Charlotte docks? Remember the railroad stations: the Erie on Court Street with its clock tower; the Lehigh Valley (still standing) on Court Street; the Pennsylvania on West Main Street; and the grandiose, gaudy and marvelous Claude Bragdon designed New York Central station on Central Avenue? They are all shown.

For those who remember the steam locomotives, there are photos of these behemoths of the rails. To this writer, there has never been any mode of transportation which excited one as much as a train, led by a snorting, puffing, ponderous steam locomotive.

Though the five railroads entering the city all employed magnificent steel monsters, it was the New York Central, "The Water Level Route" ("You can sleep"), which had some of the finest steam motive power in the country.

If this book has a short-coming, it is that it is not large enough, in our humble opinion. A true steam locomotive buff can never satiate a voracious appetite for more. For example, one of the finest classes of locomotive ever built was the 6600 h.p. Niagara, of which the last 27 steamers were built for the Central. Also, two Hudson locomotives were streamlined for service with the new Empire State Express, which made its first run on that historic day, Dec. 7, 1941.

The book does not include pictures of these elements of rolling stock. It is hoped that this oversight will be rectified in a second volume.

Both books are available at leading book counters in the city.

TANTALIZING TIDBITS

by ARLENE KOSCIANSKI

I'm sorry if last month's quiz was too hard, but then I'd flunk a quiz on name trains and roads. If anyone cares to debate the definitions, feel free, but I referred to CASEY JONES' LOCKER by Frederic Shaw and A TREASURY OF RAILROAD FOLKLORE edited by B. A. Botkin and Alvin F. Harlow. Here are the answers in easy-to-learn form:

1- zoo keeper	g- gate tender at passenger station	6.&.13
2- ringmaster	l- yardmaster	.16.
3- dishwasher	d- roundhouse engine wiper	..r.
4- gandy dancer	n- section man (track worker)	..3.
5- skipper	r- conductor	.14.
6- eagle eye	a- locomotive engineer	..8.
7- mud hop	k- yard clerk	..1.
8- brass collar	f- railroad official	..r.
9- grease monkey	m- man who oils car journal boxes	.10.
10- stiff	i- tramp	.15.
11- lightning slinger	o- telegrapher	..7.
12- rail	u- railroad man	..2.
13- throttle jerker	a- locomotive engineer	..9.
14- boll weevil	e- inexperienced employee	..4.
15- baby lifter	j- brakeman	.11.
16- butterfly boy	b- roadmaster	..r.
17- bakehead	s- locomotive fireman	..r.
		..5.
		.17.
		..r.
		.12.

Your answers should look like the column on the right.

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS, in an ad in AUDUBON magazine, has pointed out that an area exceeding that of Connecticut, Delaware, Massachusetts, New Hampshire, Rhode Island and Vermont is now taken up by highways and parking lots. The main pitch of the ad was to point out that passenger trains make no new demands on our diminishing land area, and that railroads create a negligible amount of pollution in comparison with automobiles. The ad invited members of the National Audubon Society to join the rail passenger group in its effort to preserve rail service.

DEUTSCHER - German doubletalk for railfans traveling in Europe? by Mac Kennickell

TRAIN	- Rootentootendingerlinger
PULLMAN CAR	- Rootentootendingerlingersleepenroller
BERTH	- Rootentootendingerlingersleepenrollerjigglenbunk
PORTER	- Rootentootendingerlingersleepenrollertippentooker

(both items from Old Dominion Chapter's HIGHBALL of May 1970)

New Jersey's newest railroad is 23 miles long, operates mixed trains three days a week, has a locomotive fleet consisting of one diesel and two steam engines, is managed by the president of an airport---and expects to make a profit. The road, THE BLACK RIVER & WESTERN RAILROAD, operates the mixed trains between Flemington and Lambertville, N.J., on track purchased for \$150,000 from PENN CENTRAL. It also runs steam excursion trains. The two steam engines will serve as emergency replacements for the road's 600 h.p. diesel locomotive.
(from Arizona Chapter's DESERT RAILS of May 1970)

The following is an editorial from the WASHINGTON POST.

\$20 BILLION A YEAR FOR HIGHWAYS?

On the Senate floor one day last month, Senator Randolph tossed off a piece of information that each member of Congress and each taxpayer ought to ponder for a while. "State highway officials, through their nationwide organization," he said, "estimate that the national highway needs for the next 15 years will cost \$320 billion."

We've gotten so used to talking about billions---a federal debt that approaches \$400 billion, a defense budget of around \$80 billion---that the size of this figure is hard to grasp. But \$320 billion is enough money for the government to buy all the railroads in the country, repair their roadbeds, bill all of their needs for new equipment, operate their passenger and commuter trains without charge to the riders for the next 15 years, and still have a big kitty left over. Looked at another way, \$320 billion is enough to buy every man, woman and child in the United States a new television set on each January 1 for the next 15 years.

That's why the hearings on highway matters on Capitol Hill last week are important. Slowly but surely, and rather quietly, Congress is moving toward a decision that will set the country's transportation policy for the next decade. The law that sends tax revenues directly into the Highway Trust Fund expires on October 1, 1972, and the time for Congress to renew or change it is drawing near. And so is the battle between those who want to keep this great pot of federal money---now more than \$4 billion a year---flowing into highways and those who want to see some of that money diverted to other projects, most particularly other transportation projects.

Some members of Congress, like Senator Randolph, have already made it clear that they cannot conceive of any substantial change in the trust fund. But Secretary of Transportation Volpe testified last week that he favors a broader use of trust-fund revenues. And Governor Mandel, speaking on behalf of the National Governors Conference, argued that a state ought to be able to choose between having its share of that trust fund spent on highways or on some other kind of transportation.

If the administration will give Secretary Volpe its full support and if the governors and mayors, not to mention plain old taxpayers, will rally round Governor Mandel, the fight over the trust fund could be a good one. But if any change is to be made in how that fund is used this kind of strong support will be required. The highway lobby is about as strong as lobbies come and a good many members of Congress seem to be in love with highways.

Before voting to renew the trust fund as it now stands, however, members of Congress ought to think about what it is doing to the country. One out of every eight dollars that state and local governments spend goes into highways. These governments spend more on highways than on colleges and universities; twice as much on highways as on hospitals; four times as much on highways as on crime prevention; ten times as much on highways as on parks and recreation. Much of this highway spending is stimulated by the federal government. It puts up almost a third of the money and a state can hardly afford to reject the 90-10 or 50-50 matching funds thus made available. All this happens while the cities become increasingly jammed with cars, while the air thickens with exhaust fumes, while seashores become more polluted with oil. Does it make sense in this situation---which is not the situation that existed when the trust fund was set up in 1956---for Congress to lead the way, to egg the states on, towards a time when more than \$20 billion a year is spent on highways?

(from the Washington, D.C., Chapter's TIMETABLE of September 1970)

LITTLE RAILROAD BUCKS TIDE * FIGHTS TO 'UNMERGE' FROM PENN CENTRAL

The Providence & Worcester Railroad, which runs 43 miles between Providence, R.I., and Worcester, Mass., is trying to buck the national trend. It wants to "unmerge" from the Penn Central and go it alone.

The P&W was chartered in 1845 and subsequently was leased to the New York, Providence & Boston, which then was leased to the New Haven. The New Haven became part of the Penn Central last year, and, because it didn't like a stock voting arrangement, the PC insisted that the New Haven terminate the P&W lease.

At this point, the Interstate Commerce Commission directed the Penn Central to honor the terms of the lease while the P&W considered its next move. Now the line has petitioned the ICC to order the Penn Central trains off its tracks and allow it to operate as an independent railroad.

At present, the P&W has only three employees and no rolling stock. A company spokesman thinks this is no problem and feels that the firm could operate profitably as an independent carrier with an initial outlay of \$200,000 for five used diesels and a few cabooses. He also believes that 70 employees would be needed to run the road.

The whole plan comes up with a puzzler for the Penn Central, however. The terms of the original lease provide for the return of equipment taken over at the time of the lease signing—specifically, 37 coal-burning locomotives.
(from LABOR of June 1970)

"THE GREAT TRAIN ROBBERY" was the headline of imaginative newspaper ads run in the Ft. Wayne, Ind., papers to generate opposition to PC's plan to drop all of its New York - Chicago trains. The ads, sponsored by a group which dubbed itself "The Vigilantes," resulted in a huge crowd protesting the discontinuances at the ICC Ft. Wayne hearing.

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS has increased its membership from 3,000 to over 7,000 in about a year. It hopes its membership will increase even more due to the national concern over the environmental damage caused by autos and highways. Passenger trains certainly cause the least air and noise pollution per passenger-mile, as compared to autos, buses and jets. A new passenger train like the Metroliner can use present rail routes, whereas new highways use up acres of precious land. A train rider requires no valuable land to park an auto when he arrives in a city. NARP hopes more citizens will join in its campaign on behalf of rail passenger service. Anthony Haswell, NARP chairman, said in TIME that he had poured \$250,000 of his own money into the Association and that, "we need money---I can't go on this way."

NARP memberships are available for \$5, \$10, \$25, \$50 or \$100 and over. Membership includes a monthly newsletter. To join, write NARP at 417 New Jersey Avenue, SE, Washington, D.C. 20003.
(both above from Old Dominion Chapter's HIGHBALL of September 1970)

ONE MAN'S MEAT * Penn Central's financial misfortunes are trouble enough for the railroad, its creditors and its stockholders but are more like a bonanza for a lot of lawyers. According to the WALL STREET JOURNAL, "the reorganization of the PC will be the most complex case of its kind ever to hit the courts. And it will require the services of platoons of attorneys (maybe 1000), who will likely be toiling away for a couple of decades" ---and running up a bill probably in excess of \$50 million. "So many lawyers clogged the courtroom (at a recent hearing on PC paying fees to other railroads) that it was difficult to determine just how many railroads were represented. Most attorneys in attendance, while not openly exuberant, were not exactly despondent either....and smiled a lot during the proceedings." Bond holders, banks, equipment suppliers, commuter groups, power companies, communities (which may lose substantial tax income) as well as other railroads will all need legal services.
(from Mohawk & Hudson Chapter's CALL BOARD of August 1970)

HOW IMPORTANT ARE YOU AS JUST ONE MEMBER? - Our (Intermountain) September 12th Union Pacific trip to Julesburg with the 8444 was somewhat less than a rousing success financially at least. While the 273 passengers on board thoroughly enjoyed the trip, they fell far short of covering its costs, and the Chapter lost almost \$2500 as a result. The Chapter officers came very close to cancelling the trip some two weeks in advance because ticket sales were lagging, but instead instituted a crash program to increase local sales. Out of state sales were excellent, but as of two weeks before the trip only 15 Chapter members had purchased tickets, and this figure increased only marginally by Sept. 12th. As a result of this apparent local apathy, the Chapter has no plans for operating future trips with the 8444, and the officers and directors are looking seriously at the advisability of getting out of the passenger business entirely.

(from Intermountain Chapter's INTERMOUNTAIN NEWS of July - October 1970)

So you see how very important each and every one of you is to our chapter activities. We need you!

MAROON OUT? - It has been reported that the new order of SD45's for the Erie Lackawanna will have a blue band in place of the usual maroon, a paint scheme not too different from that of the Delaware and Hudson. Both roads are owned by Dereco, a Norfolk and Western subsidiary.

(from Lake Shore Railway Historical Society's LAKE SHORE TIMETABLE of August 1970)

Since a number of collisions on the New York City subway system, a new rule is effective. Heretofore a motorman could "stop and proceed" at restricted speed. Now he must stop and stay until a more favorable signal indication or instructions from a supervisor.

(from Hawk Mountain Chapter's HOSTLER of August 1970)

The National Transportation Safety Board, in its first report on a passenger train accident in the agency's three-year history, has attributed last year's passenger train derailment at Glenn Dale, Md., to the buckling of a welded rail on PENN CENTRAL's line also used by the high-speed Metroliners.

(from Lancaster Chapter's LANCASTER DISPATCHER of August 1970)

As if PENN CENTRAL hasn't been having enough troubles, it has been questioned by commuters regarding the use of a weed spray containing a chemical herbicide which the Pentagon has almost entirely banned in Vietnam. The herbicide, known as 2-4-5-T, has been a subject of controversy after being reported to cause birth defects in laboratory animals. Last April fifteen authorities acted to restrict its use. A railway spokesman disclosed that it was mixed with 2-4-D and sprayed only on heavily overgrown areas along the New Haven Division right-of-way, only on windless days. He noted that the Federal Government allowed use of the spray for weed and brush control on range, pasture, forest, right-of-way and other non-agricultural land. Less toxic weed killers are used in other areas he said.

(from Iowa Chapter's SWITCH LAMP of July 1970)

ICC NEWS - Senator William Proxmire (D-Wisc.) has called for abolishing of the ICC and transferring of its duties to DOT. On a national TV news show, the senator charged that the agency had "failed dismally" in its duties and deserved a quick end. After some of the disclosures that are coming out of the current Congressional investigation, maybe this would be the best solution. Like for instance---ICC officials taking bribes; an attorney-adviser rewriting examiners' reports according to the view of the commissioners; etc.---a very sad situation that has developed over a number of years.

(from Arizona Chapter's DESERT RAILS of August 1970)

Here is this month's quiz, we made it a little easier this month.

1- varnish	.....	a- caboose
2- beanery	.....	b- diesel locomotive
3- stinker	.....	c- small or inefficient steam locomotive
4- tin lizzard	.....	d- passenger train
5- black diamonds	.....	e- locomotive steam guage
6- dog house	.....	f- coal
7- skunk	.....	g- depot restaurent
8- kettle	.....	h- streamlined diesel and train
9- stem winder	.....	i- hotbox (car journal)
10- clock	.....	j- geared locomotive

ARRIVALS & DEPARTURES

Thursday, February 11 (ONE WEEK EARLY) Rochester Chap., N.R.H.S.

Saturday, February 20 Steam Special - N.K.P. 759, Hagerstown, Md. to Roanoke, Vir.

" " " Steam at East Broad Top, Orbisonia, Pa. (STEAM SPECTACULAR)

Sunday, February 21 Steam Special- N.K.P. 759, Roanoke, Va. to Hagerstown, Md.

Saturday, May 1 Buffalo Chapter Banquet, Lord Amherst Hotel, Buffalo

SATURDAY, MAY 8 ROCHESTER CHAPTER BANQUET Colonial Hotel, 1129 Empire Blvd.

Saturday, May 22 Railfan Weekend Cass, W. Va. Two doubleheaded trains

Sunday, May 23 Railfan Special using ex-Reading #2102 Roncerverte to Durbin, W. Va. Photo Runs.

#2102 is to make eight other runs but with no photo runs
May 30, July 11 & 25, Aug 1 & 8, Sept. 5, Oct. 10 & 17

EDITOR'S PAGE

Member Dick Pearson is to be thanked for the 1971 Calenders that are added to this months Semaphore.

More changes will be in the next issue of the Semaphore, this being part of the Publication Committee's promise to make this chapter one of the best informed.

Report next month on Subcommittee Hearing and the Rochester Railroad Association.

Don't forget that the dues are due, and after March 1st there will be a \$1.00 sur-charge

The SEMAPHORE is published montnly except in July and August by the Rochester Chapter of the National Railway Historical Society. Sub-
scription price to non-members is \$2.50 per year. Correspondance with
other chapters is welcomed.

Editor	Peter E. Gores	Assist. Editor	Reporters	Dick Barrett
	463 Holt Road	Arlene Koscianski	Ross Hall	Jack Collins
	Webster, N.Y.	Circulation	John Woodbury	Jerry Hott
	14580	Pete Arras		