



# THE SEMAPHORE

ROCHESTER CHAPTER

N. A. H. S.

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JANUARY MEETING will be held at the Chapter's quarters at 49 South Ave., Rochester. On the agenda for the meeting will be the results of sales for the chapter's book, discussion of new quarters for the Club, changes to be made in the constitution as well as any new business to be brought before the organization. Following the meeting the Club will be shown a movie produced by the United Transportation Union called Movin' On. Our thanks go to Frank Gordnier who was able to obtain the film for viewing by our members and their guests.

DECEMBER MEETING was held on December 17th at 49 South Ave. The big news of the evening was the presentation of the Chapter's new book to the membership for the first time. The book was well received and over fifty were sold. The meeting was closed with a movie presentation by Jerry Hott on some of the many fan trips that he has been aboard. Shown was Burlington steam #5632, D.M. & I.R. steam. Also presented were some movies of Mr. E. Carrington Eddy's miniature (if you call 3 miles small) railroad. All in all a good time was had by those present.

## NOTES FROM THE GOVERNOR'S LOUNGE

by JOHN WOODBURY

(A Ride on The AZALEAN Continued from the November SEMAPHORE)

It is 7:30 AM and we are now ready for our ride on the AZALEAN, although you might have gotten the impression from the previous segment that my reminiscences should have been entitled "South to New Orleans on the L&N PAN AMERICAN".

But just a moment! The scheduled departure of the AZALEAN is 7:30, but we have to wait for the gates to open and check out our transportation. First the gateman advised waiting for the northbound PAN AMERICAN---"much faster." Then the brakeman at the coach steps expressed amazement at Cincinnati as my destination---so much so that the conductor knew all about me when he lifted my transportation. So, out we go from New Orleans with A-B-A Alco units, two head-end cars, one combine coach which was the Jim Crow car, and our deluxe coach.

There being no club lounge on the AZALEAN, we could not reminisce about our five days in New Orleans. Maybe that could be another story, what with New Orleans Public Service street cars and trolley coaches, New Orleans Public Belt RR, an Illinois Central wreck and the IC Harahan Yard, the Mississippi River with its ferries and heavy traffic (always appealing to a Steamboat Bill fan like myself), Carrollton Avenue Station and the Grey Line Tour.

Stopping at Carrollton Avenue Station, we picked up two passengers for our coach so we might have had up to 20 passengers. We were sitting in a rear seat so the conductor and brakeman came back to visit with a northern railroader who "wanted to see things" on the way back to Cincinnati. They proved to be ever so friendly and truly the best crew I was to meet. Therefore, I did not see much of the east end of New Orleans but only the Gulf Coast shoreline between drawbridges which required the crew's attention.

When we pulled into Gulfport the brakeman said they would be there for a while and to be back to the coach at such and such a time. It seems that IC, which interchanges there, gives the L&N some 10 or 12 express cars bound for Florida from Shreveport, Memphis, Kansas City and Springfield, Mo., which the AZALEAN leaves at Flomaton, Alabama, hence our three Alco diesels and some 15 to 20 cars which we added and dropped off at points like Flomaton, Nashville and Louisville. Anyway, I saw to it that the crew had coffee although I had to walk some two blocks down to the main drag of Gulfport, US 99. Undoubtedly I missed a good look at the Illinois Central Geeps which had brought the cars for the AZALEAN into Gulfport.

There was another surprise at Pascagoula, Miss., where our units actually backed down a hill to pick up two cars of shrimp and the Mississippi Export RR put an express car on our train while our diesels were getting the shrimp. And I still had time to get the brakeman and conductor coffee. The brakeman earned it. Down the hill on the rear diesel unit he had flagged the units across busy US 99 twice while the head-end brakeman in overalls coupled air hoses. Now we had a train! It was fun watching those Alcos smoke when winding among the curves of AZALEAN country south of Mobile and from Mobile into Flomaton, across all the drawbridges of the Alabama River and alongside dozens of stored Liberty ships of World War II looking fairly presentable 15 years after they had been assigned to the mothball fleet.

In Mobile our conductor introduced me to the Mobile-Birmingham conductor. Our train had to split at Mobile station and the crossing of the main thoroughfare to the Harbor Tunnel. Here again I took advantage of the L&N rolling mobile kitchen which is crammed with coffee, milk, tea, cold drinks, sandwiches and candy and which

seems to be on the platform of every major L&N station. I must say I thought it a fine setup and second only to the food service then operated on New York and Boston and Washington route trains.

Leaving Mobile was an interesting, long, winding and hard pull northeast up to Flomaton---interesting because of the tremendous Port Authority setup at Mobile Harbor with its miles of railroad tracks. Then too, you cross the many mouths of the Alabama River with its stored Liberty ships, railroad and highway bridges, and heavy traffic.

At Flomaton the work commenced. Possibly the most interesting junction point on the whole L&N, it is the most convenient to watch railroading. The Mobile-Birmingham line comes from the southwest to northeast. The Florida line comes from the south and continues northwest. Connecting tracks form a grand junction with the beautiful station in the middle of the junction with an open-air waiting room so common in the south. Our AZALEAN had to leave the IC cars from Gulfport for the Florida line, pick up Florida cars for Louisville and the north (keeping out of the way of the train which would be handling her express cars). You have never seen so many loaded woodpulp and empty flats in all your days, all being handled in a good-sized yard to the north of the Grand Junction while express and baggage cars were handled in a yard for that purpose between the two south legs of the Grand Junction. The conductor left this operation to his crewmen while we had coffee and pie in the screened-in dining area of the station.

I found out that he had been born in Norfolk, N.Y., knew some of the boys who built the Norwood & St. Lawrence, but had done his railroading for a short stretch on the New York Central and Hudson River RR out of Watertown. He promised he would put me in contact with N&StL oldtimers, but I've never heard from him.

We apparently neither lost or gained cars, and you could understand why the A-B-A combination of diesels were our power. We pulled hard up through that beautiful sand pine and red clay country of south Alabama past Brewton (and how I wished I could have visited again the T. R. Miller Mill Company there), past Greenville and its busy junction, stopping at those points and many others for we were the maid of all work, the AZALEAN, #4, New Orleans to Cincinnati.

At Montgomery we had 55 minutes, and I said good-bye to the conductor after declining his offer to drive me out to Camp Rucker---my old stamping ground. Instead, I went out on the street, for this was the period of the famous Montgomery bus segregation trouble led by Dr. Martin Luther King. A group of blacks and whites were just milling around so I figured I would railroad, although I did note the Montgomery City Lines seemed to be all GMC-29 passenger bus units in contrast to the familiar White and ACF busses of 1942. Back in the station I was rewarded with Western Railway of Alabama and Georgia RR operations, now all diesels instead of those big 4-8-2's I remembered. Their diesels had operating Mars headlights, which were the first Mars lights I had ever seen.

We let the northbound PAN AMERICAN ahead of us, and now in the gathering dusk we were still winding and struggling up into the Alabama red clay and pine mountains. Let me say that Alabama is a beautiful state despite what you might have heard. We passed Calera and entered Birmingham, where I ate once again in the station restaurant. Then our train moved in the moonlight into the mountains and more of beautiful Alabama. Somewhere, 90 minutes or so north of Birmingham, I fell asleep and didn't wake up until coming into Nashville, with 75 minutes here between 2:00 and 3:30 AM. I can only say that anyone who gets into Tennessee should visit the Nashville Union Station---100 percent railroad motif. Even the design of the lunch counter is made to look like a bulkhead flat car. I was the only customer at 2:30 AM, but we were getting north and there was a cold wind off the Cumberland River. I contented myself by looking through the dirty glass windows at the train shed below. I got back on the coack and fell asleep again before we left. The

conductor woke me to see my transportation as we were passing all the lights of the TVA power plant at Gallatin.

Our arrival at Bowling Green, Ky., found me casing the layout, and I soon discovered that the dining room or station restaurant overlooked everything. Once again the lone occupant of the coffee counter at about 6:00 AM, I saw our three diesels leave the coaches in front of the station and take about a dozen head-end cars and back onto three head-end cars off the night Memphis train, push those cars back onto our coaches, and we were off. Down past the Mammoth Cave area and Elizabethtown (stop) and Bardstown Junction (stop) we really rolled as I realized it was all down grade to Louisville. Once again we were back in Louisville Union Station, and I saw that our train and the yard Alco diesel (lettered Kentucky Bridge & Terminal), which I had to look at, were the only occupants of the station, although the Monon, L&N, IC and PRR all had trains made up to move out when their power would show up. A quick cup of coffee and we were on our way, minus several head-end cars. Now being late, we roared through the northeast section of Louisville and were soon at LaGrange with its middle-of-the-street running, where we stopped at the depot along the curb like any other store in the town.

Down the hill we went to the Licking River, where a freight was in the siding for us and where the Carrollton Railroad end cab diesel was too far away on their own track to tell whether it was a Porter or GE. (At least I assumed it was the Carrollton engine.) Without stopping here, we started up the hill and just about made it when the dispatcher on his CTC board had us take the siding for the good old southbound PAN AMERICAN. This month (December 1970) L&N operates only three passenger trains, and already two of these may be gone---the SOUTH WIND, Montgomery and Louisville, and the St. Louis Evansville turnaround. The PAN AMERICAN remains the only train Cincinnati and New Orleans on essentially the same schedule as when I rode her.

Now our troubles started. On an ascending grade, late, and with a heavy train, our engineer seemed to go to pieces. On the fourth try, and after some of the roughest handling I have ever experienced on any passenger train, we never again went fast---even when passing a freight in the "hole" for us. In fact, we killed time at Covington so we would not arrive at Cincy Union Station early. At Covington I had a good look at C&O's fast-flying VIRGINIAN leaving Cincy for the east. It's the only time I ever saw that train, and now I know which bridge and area of Covington the Chesapeake & Ohio uses.

Kill time at Covington? Yes, the AZALEAN took 40 minutes longer between Louisville and Cincy northbound than it did southbound. Then I had some two and one half hours to spend in Cincinnati Union Station, staying out of a freezing rain, waiting for the OHIO STATE LIMITED for Columbus, my immediate destination.

So I'd like to pay tribute to the AZALEAN, L&N trains 3 and 4, nothing fancy, coaches only, nothing speedy. Something to remove from L&N passenger schedules. I still blame the management for the loss of the passenger business because the same tactics which Al Perlman on the NYC and PRR management employed were much in evidence on #4, the AZALEAN. You would not even know it was in a station---nothing on the loud speakers and no gateman, not even in Louisville.

And my concluding tribute to the AZALEAN---it was the nicest and most interesting ride I ever had on a train, and it travels through some fine country. I just had to let you share a ride on the AZALEAN.



## PHILADELPHIA LETTER

by JOHN COLLINS

In spite of considerable evidence to the contrary, the idea that "life begins at 40" still persists. If that is the case, I had better get going---there is no time to waste.

This is the time of year, after the hustle, bustle and jolly times of the holiday season have passed into memory, that we enter a bleak, untried new year. It could be compared to standing on the edge of a vast field of ice and knowing nothing of its magnitude or its pitfalls. This is undoubtedly the most dreary of seasons---short days, long nights, incessant snow or rain---a season to "take stock" of our accomplishments, our failures and ourselves.

In the midst of all this serious thinking, we can take a break with a brief journey into the past. I have done this many times before, but bear with me again, if you please. I could only afford a quarter for the Time Machine today, but, as luck would have it, it was good for exactly 30 years! Old heads will recall the event that occurred on January 19, 1941, amid the snowing and blowing of a typical winter day. I was a very young head at the time, but it was an occasion never to be forgotten.

The star performer was the "Queen Mother" of the remaining fleet of streetcars, #639, in what was to be her finest hour. Never again would she be welcomed, ridden, inspected, nor photographed as she was on that blustery Sunday. At the ripe old age of 35, she rolled up miles in a manner that would shame some of her younger sisters---and without a complaint! In that twilight of streetcars in Rochester, it was as though the clock were turned back to those years before the Archduke was shot and the world went to pieces. This was truly a "swan song" and she was determined to make the most of it. The curtain was up for the last act---the house lights were dimmed---and a hush fell over the audience in anticipation of 639's final performance.

She raced Sunday morning church traffic on Main Street, reared under the New York Central tracks on North Clinton, and very nearly demolished an automobile while battling drifts on the Lake Avenue private right-of-way. A would-be passenger evidently didn't see the "CHARTERED" sign and was last seen shaking his fist at the rapidly disappearing car. Inside, a good number of happy riders enjoyed the warmth of the heaters and "fringe benefits"---a fast ride, four powerful motors driving big wheels that seemed a match for any snow, the peculiar roll and twist known only to these old Kuhlman cars, and a certain embryo railfan who persisted in lifting a floor hatch in order to better watch the brucks in action!

Many of the old heads are forgotten, dimmed by the years. Some are remembered: Ward Shafer, John Woodbury, Fred Troicke, Charles W. (Bill) Yingling, Harold Ahlstrom, Al Kerr. I think Dick Sibley was on board, also, but 30 years is a long time and it is hard to remember names.

The growling gears and creaking woodwork are forever silent---laid to ashes and twisted iron by the wrecker's torch---never again to race past Riverside station with beach-bound children or to grind up the Main Street hill with commuters on a snowy night.

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At the Buffalo meeting we learned our friend and past president of the Buffalo Chapter, JOHN CLARK, is seriously ill at the Millard Fillmore Hospital in Buffalo.

And we are happy to report that HAROLD CAULKINS is improving at Northside Hospital here and will welcome brief visits from his friends while he continues the long haul to recovery.

# THE BARK PEELER

by DICK BARRETT

## Passenger Trains

I am in receipt of a press release put out by the National Association of Railroad Passengers (NARP). The release is NARP's comments on Secretary of Transportation Volpe's recommendations for Railpax routes. NARP's report termed Volpe's recommendations "a reasonable effort. . . . to insure a viable network" but said it "contains some serious omissions, particularly of certain high-density corridors and feeders to the routes selected."

NARP recommended the inclusion of the following high-density corridors which were not included in Volpe's report:

- San Diego - Los Angeles
- Los Angeles - San Francisco
- Portland - Seattle
- Chicago - Milwaukee

Recommendations for feeder service included:

- Detroit - Toledo (to New York)
- Louisville - Cincinnati - Columbus (to New York)
- Washington - Harrisburg (to Chicago and St. Louis)
- St. Louis - Kansas City (to Los Angeles)
- Detroit - Cincinnati (to Miami)
- Cleveland - Cincinnati (to Miami)
- Louisville - Indianapolis (to Chicago)
- Fort Worth - Dallas - Texarkana (to Chicago)
- San Antonio - Texarkana (to Chicago)

NARP made the following suggestions relative to routes already specified in the Volpe report:

- All Chicago - Pittsburgh - New York trains via Toledo and Cleveland (Cleveland - Pittsburgh does not now have passenger service)
- All trains to Miami should be routed via the Florida East Coast Railway. This line does not presently have passenger service.
- Chicago - Florida trains should be routed via Indianapolis and Cincinnati enabling connections from Detroit and Cleveland. Note: This route, if adopted, might result in two possible routes from Rochester to southern points, assuming Buffalo - Cleveland service is retained.
- Chicago - Los Angeles trains should be routed via the heavily populated and tourist-oriented centers of El Paso, Tucson and Phoenix. This would be a combination of Santa Fe and Southern Pacific routes.
- Chicago - San Francisco trains via the scenically spectacular route of the "California Zephyr" through the Rocky Mountains.

NARP suggested that between New York - Albany - Buffalo the high-speed Turbotrains were ideally suited.

NARP also suggested that Railpax voluntarily operate passenger service over the following routes for a one-year period to determine if service can be economically justified:

- Boston - Bangor, Maine
- Boston - Concord, N.H.
- Albany - Montreal
- New York - Buffalo (Erie Lackawanna)
- Norfolk - Cincinnati

Louisville - Montgomery  
Chicago - Nashville  
Chicago - Ft. Wayne  
Chicago - Grand Rapids  
Detroit - Grand Rapids  
Milwaukee - Green Bay  
Chicago - Madison  
Kansas City - Tulsa  
Wichita - Oklahoma City  
New Orleans - El Paso (alternate days)  
San Antonio - Nuevo Laredo (summer only)  
Denver - Albuquerque - Los Angeles (summer only)  
Julesburg - Portland  
Sacramento - Portland (summer only)  
Minneapolis - Duluth  
Chicago - Waterloo  
Washington - Pittsburgh (B&O)  
plus several other short routes

A few additional Railpax notes before turning to other subjects:

1. The Railpax legislation contemplates upgrading roadbed, modernization of equipment and development of new modes of high-speed ground transportation. Much of the equipment renovation is expected to be completed by May 1st, when Railpax takes over.
2. Cars and locomotives used will carry the Corporation's identification. This is rumored to be the reason that the Milwaukee has removed the steam generators and steam lines from their FP45's (No. 1-5) and is repainting them in freight colors. They reportedly have a power shortage and do not want to give up these locomotives to Railpax.
3. On January 30th the Department of Transportation must make its final report to Congress, giving reasons for rejecting any recommendations received.
4. The Railpax law specifically pre-empts state authority over intrastate routes if a railroad joins the Corporation.
5. The Department of Transportation's designation of the basic network will not be subject to court review. (This will probably result in numerous lawsuits.)
6. Effective with the signing of the Railpax legislation (Oct. 30, 1970), all passenger trains currently running, even if petitioned for discontinuance or running under court order, must run until May 30, 1971.
7. Railpax can add or delete trains beyond the basic system at will. However, if a train remains in operation for a period exceeding two years it becomes part of the basic system.

#### Down East Abandonments

The Maine Central with ICC examiner recommendation is seeking to abandon the easternmost rail line in the U.S.A. This is the 16.6 mile branch from Ayer's Junction to Eastport, Maine. Also, on Sept. 23rd a Federal Judge approved a B&M request to abandon 93½ miles of branch line, including the following:

Ossipee to Intervale, N.H., 31 miles (See trip listing final fantrip)  
Keene to Walpole, N.H., 20.5 miles  
Winchendon, Mass., to Swenzey, N.H., 20.5 miles  
Sanbornville to Wolfboro, N.H., 12 miles  
Jeffrey to Peterboro, N.H., 5.5 miles  
Merrimac, Mass., to Newton Jct., N.H., 4 miles.

## THE EUROPEAN EAVESDROPPER

by ROSS HALL

Hannover, Germany: Construction of a municipal subway system of almost 60 miles was begun in 1965 in this city of one-half million, the capital of the Federal Province of Lower Saxony. The first stage, to be finished by 1985, consists of a central network connected to existing suburban streetcar lines by temporary ramps. Equipment from the present streetcar system will then use the new underground track-age until the subway system is complete (ca. 60 miles total trackage). By covering the excavations with reinforced concrete slabs, the builders have sought to safeguard the normal flow of auto traffic in the city until the tunnels are finished. The whole system will consist of four lines, with surface operations outside city limits. One of the main junctions will be located at the railroad station for easy access to trains. Fifty percent of the cost is being borne by the Federal Government in Bonn.

Zurich, Switzerland: The SBB (Swiss Federal Rys.) approved last September the construction of a line to link the Zurich airport with the rail system. Recent figures had indicated the Zurich area as either the source or destination for ca. 65% of those using the airport on business. A double-tracked line of some three miles will connect the underground airport terminal with the SBB main line. Seven years are allotted for the project. Funding will be shared with the Federal Government and the Canton of Zurich.

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In case it's not listed elsewhere, Dick Barrett gives this trip information: February 20, 1971 - Boston to North Conway, N.H. Equipment will be B&M Budd cars. This will be the last passenger train up the branch as much of it is about to be abandoned. Leave Boston 8:30 A.M., return to Boston about 9:00 P.M. About 4 hours in North Conway to see the sights. Free bus service to the Mt. Cranmore Skimobile is available. Fares: Adults \$13.50 (\$12.50 before February 1st); Children under 12 \$10.50 (\$9.50 before February 1st). For more information: Trip Committee, New England Division, Railroad Enthusiasts, Inc., Box 136, Ward Hill, Mass. 01830.

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## TANTALIZING TIDBITS

by ARLENE KOSCIANSKI

ACCIDENT RATE CLIMBS - SAN FRANCISCO CHRONICLE, Mon., August 17, 1970.

Your editor once thought he would present a compilation of the accidents of the last year or so in these pages; but the collection of clippings has grown beyond all practical limits. AP writer John S. Lang declares that derailments have increased 105% in the last seven years, and blames this rise on lack of maintenance. While train-miles decreased, the number of derailments increased from 2,671 in 1961 to 5,487 in 1968. Another glimpse of the problem: 53 times since 1964, records show, authorities have ordered the war-like evacuation of communities after derailments of trains carrying hazardous materials—now estimated to be five per cent of cargo. Twenty-five of these cases were in 1969. One rail executive energetically protested the above AP news release, outlining his road's safety program and good record. The next day that line had 3 locomotives and 40 cars on the ground. Transportation Secretary Volpe stated that accidents are now running 700 per month, and declared that railroad safety laws, most of them between 50 and 75 years old, are "inadequate to enable the Government to respond properly to the growing rail accident problem." (from East Carolina Chapter's TARHEEL TELEGRAPHER of August 1970)



GREAT NEWS!!! As of August 31, 1970, Locomotive #618, now on display at the Utah State Fair Grounds in Salt Lake City, is now officially the property of the Promontory Chapter. We do not have to move it yet, but we do have to give it a coat of paint before this year's Fair. Members will be called for some help for painting.

This engine was built for the Oregon Shortline R.R. Co. (now a part of the UP) as their #1068 in July 1907 by Baldwin Locomotive Works. The number was changed in 1915 by Union Pacific to #618 and was donated by the Union Pacific to the Utah State Fair Board in June 1958.

The engine is a 2-8-0 with 57" drivers, coal burner. Engine and tender loaded and in working order weigh 383,300 lbs. with a tractive effort of 43,305 lbs. It uses a 200-lb. boiler pressure and has 22" x 30" cylinders.

This engine could probably run without too much work. We will have a booth by it during the Fair this year to sell memberships to NRHS and acquaint people of our Chapter and our goals and aims for a future Steam Museum.

After the Fair the engine is to be moved over along the south fence near the Model Railroaders' building and fenced and guarded there. We can then leave it there until we have further use for it.

(from Promontory Chapter's GOLDEN SPIKE of September 1970)

ALASKA ZEPHYR??? The Alaska Railroad has been negotiating to obtain the Western Pacific's share of California Zephyr coaches (thirteen of them, including ten vista domes) and perhaps two diners. The equipment would replace Alaska RR's coaches and buffet cars which were World War II hospital car conversions. It is felt that CZ equipment would significantly increase summer tourist travel.  
(from Lakeshore Chapter's TIMETABLE by way of Champlain Valley Chapter's SHORTLINE)

BACKYARD BARBECUE BRIQUETS BORN OF BURNED\*OUT BOX CARS - How do you get rid of a worn-out railroad box car? Out in Turner, Kansas, the Erman Corporation has built a modern, pollution-free, automated scrapping facility that obliterates them at a rate of 100 a day. It turns out several hundred tons of high-grade steel scrap in the process---plus a goodly supply of charcoal.

The thing is that box cars are customarily lined with about three tons of wood that has to be gotten rid of first. It used to be that when you wanted to scrap a box car, you first set it off on a remote siding, doused the insides with dirty oil and waste from the journal boxes, and set it on fire---which turned it into a great smoke generator. Instead of this, the Erman Corp. has built a big water-cooled incinerator in which this burning is done under carefully controlled conditions. The smoke is collected and cleaned so that nothing but clear gas goes up the chimney. Before the car comes out the other end, the wooden insides are glowing charcoal, but nothing else has gotten very hot. A water spray quenches the charcoal, the car rolls past a battery of cutting torches, a crane picks it up and drops it to the ground to break it apart, knocking out all the charcoal in the process, and the broken steel carcass then goes through shears and compactors and the results are loaded in gondola cars. Trucks are disassembled and parts salvaged for reuse or added to the scrap. The whole operation is neat and clean, workmen run around in white coats and hard hats, offices and dressing rooms are air conditioned---a truly fantastic operation.

(from Mohawk & Hudson Chapter's CALL BOARD of October 1970)

Tata Engineering and Locomotive Corp. in Jamshedpur, India, has announced that it will discontinue manufacture of steam locomotives in 1971 when current orders should be complete. The company built 1200 locomotives during the last decade. Their 8,000 steam locomotives make up about 70% of the equipment still in use in India.

British Railways' room service on trains to Scotland, which feature early morning tea, now includes bedtime snacks and drinks.

(from Lehigh Valley Chapter's LEHIGH LINES of October 1970)

Here's a quick quiz to check your railroad slangage.

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

MASS TRIBULATION: The friend of a friend wrote this about his ride to Chicago on Penn Central's BROADWAY LIMITED on January 20, 1970. "A few miles west of Lancaster, the train was halted because of the Royalton derailment. It then backed up to Lancaster and proceeded via Columbia and Lemoyne slowly to Harrisburg---arriving there four hours late. I went to bed in my roomette, but it grew frigid during the night. Three blankets, an overcoat and thermal underwear weren't enough, so I arose at 7:00 AM only to find that the train was sitting at South Fork, Pennsylvania (east of Johnstown), as a generator shaft had broken. Still no heat. By the time the mechanics made repairs, the steam lines had frozen. Just west of Johnstown the B unit had to be set out. At Pittsburgh the train was "thawed," although we felt no heat until around Canton, Ohio. At East Alliance, Ohio, the train whumped an auto at a grade crossing, causing a 40-minute delay. We eventually reached Chicago at 9:45 PM (due at 8:35 AM)---13 hours 10 minutes late. Luckily the diner was stocked for the round trip and lunch and dinner that day (steak and wine) were free to passengers. Since the equipment from 49 did not reach Chicago that day to run back as 48, train 48's consist was a collection of junk from the Chicago yards. Indeed, it was quite a ride! "

(from East Carolina Chapter's TARHEEL TELEGRAPHER of August 1970)

The LIRR passenger stations no longer handle the sale of inter-line railroad tickets, but there is a possibility that they may someday accommodate off-track betting. A couple investigations are under way into the establishment of off-track betting as a source of revenue for Nassau County. Hempstead Town Supervisor Francis T. Purcell hasn't discussed the idea with the MTA, but he feels it would cut down on vandalism (by having the stations attended for much longer periods than now---the hours mentioned: 7:00 AM to Midnight) and also provide some revenue for the LI. (from Long Island- Sunrise Trail Chapter's SEMAPHORE of September 1970)

Ron Ziel announces that he will be leaving in late November on a three-month round-the-world trip in search of steam, probably with a book in mind. He has visas for iron-curtain countries where railroad photography is forbidden, but Ron expects to be able to talk his way around any such incidental impediments. (also from Long Island - Sunrise Trail Chapter's SEMAPHORE of September 1970)

My apologies to Bill Gordon. Over a week ago I got his EIMIRA AND CHEMUNG VALLEY TROLLEYS IN THE SOUTHERN TIER with hopes of reading it before this SEMAPHORE came out. Instead, I managed to look at most of the photographs, which are excellent and well laid out. The portions I couldn't resist reading—"Last Days - Memories - Accidents"—make me think this is Bill's best book so far. The 160-page book has 230 photos and is available for \$5.95, or \$8.95 with a hard cover. I'll certainly have it read by next month.

QUAKERTOWN & EASTERN RAILROAD QUILTS - Q&ERR, which originally had ambitions of relaying the route between Quakertown and Durham in eastern Pennsylvania for operations with a steam locomotive, has given up the plan. Francis Ede, the driving force behind the project, has decided not to continue his efforts.

The locomotive and passenger cars, used on several tours operated over other local railroads during the past three years, have been placed on the block.

W. Graham Claytor, Jr., president of the SOUTHERN, says that 20% of railroad revenues are assigned to right-of-way costs, while the trucking industry pays only 5%, airlines 3%, and barges nothing.

DC Transit will offer a special bus service which will meet all arriving and departing Metroliners. The experiment will be conducted for six months with buses adjusted to haul baggage.  
(the above three items from Lehigh Valley Chapter's LEHIGH LINES of October 1970)

Just before it went bankrupt, Penn Central purchased some 44-seat coaches from the Union Pacific, built by Pullman Standard in 1950. The cars are now painted PC green, are numbered in the 3000-series, and can be seen on the BROADWAY LIMITED.  
(from Wilmington Chapter's THE OFFICIAL GUIDE of September 1970)

SIDELIGHTS ON REORGANIZATION - Penn Central's financial mess is causing problems for a lot of people outside the railroad, as we're sure everyone realizes. But one you may not have thought of is the Association of American Railroads. Penn Central was the AAR's biggest dues-payer. But when it can't pay its taxes, it's pretty unlikely that it can continue to pay membership dues to a trade association, especially when they amount to over \$1-1/2 million a year. As a result, the AAR will have to drastically cut its fancy advertising program that you've seen on TV and probably a number of other legal and computer services it has been performing for members as well.

MORE METROLINERS - A seventh Metroliner round trip was added to the New York to Washington service on August 24, leaving both cities at 8:30 PM. This brings the service up to the level recently agreed to with the Dept. of Transportation for the official demonstration project to begin (the original agreement had been for nine trains a day). Hopefully, this will mean that the railroad can soon begin to receive some of the Federal money that has been held up for so long. For despite the ranting of certain local politicians about the Government footing the bill for Metroliner service, its contribution so far has been only about three percent of the \$60-million plus it has cost Penn Central.

E-L COMMUTER COACHES - Steve Hovey called us from New Jersey recently with the explanation of why nobody has seen any of those 105 new commuter coaches that were supposed to have shown up on the Erie Lackawanna in August. They've been delayed for a rather unusual reason. Public demand. Seems they were ordered with "sardine" seating—three seats on one side of the aisle and two on the other. But the people who are going to have to ride in them didn't like the idea of so much crowding and actually petitioned Gov. Cahill of N.J. to countermand the original order and get them with two-and-two seating. They made so much noise that the gov. acceded—necessarily causing a delay in delivery until probably November,  
(from Mohawk & Hudson Chapter's CALL BOARD of September 1970, all three above)

## THE HOTT BOX

### ARRIVALS & DEPARTURES

Thursday, January 21     Rochester Chapter, N.R.H.S.  
16 mm Color Film, Movin' On

Friday, January 22     Public Hearing on New York State rail passenger  
service. 10 a.m. at County Office Bldg., 39 Main Street West,  
Rochester, N. Y.

Saturday, January 23     Six-Hour Trolley Trip - Toronto Transit  
Commission - Leave York & Wellington at 9:50 a.m. Fare - \$4.00

Sunday, January 24     Upper Canada Railway Society Steam Train (C.N. 6218)  
to Orilla! Leave Toronto at 9:00 a.m. EST. Fare \$15.00

Saturday, January 30     Railroad Movie Night  
Town Hall, Henrietta, N. Y. - 7:00 p.m.

Thursday, February 11     (ONE WEEK EARLY) Rochester Chapter, N.R.H.S.  
Slides by Jim Moore

Saturday, February 20     Steam Special - N.K.P. 759  
Hagerstown, Maryland to Roanoke Virginia.

Also, "WINTER SPECTACULAR" weekend at Orbisonia, Pa. on the  
narrow gauge, steam, East Broad Top Railroad and the Shade Gap  
Electric Railway.

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

Saturday, May 1     Buffalo Chapter Banquet  
Lord Amherst Hotel - Buffalo, N. Y.

Saturday, May 8     ROCHESTER CHAPTER BANQUET  
Colonial Hotel, 1129 Empire Boulevard

Saturday, May 22     Railfan Weekend - Cass, W. Va.  
Two, Double-Headed, Geared-Engine Trains on the Cass  
Scenic Railroad.

Sunday, May 23     Ex-Reading T-1 (Northern) #2102  
will pull a railfan special from Ronceverte to Durbin, W. Va.  
(and return-via Cass) on the Greenbrier Sub-Division of the C&O.  
Photo runs galore planned on this trip.

#2102 is to make eight other runs (for the public - minus photo runs)  
on the following Sundays:  
May 30, July 11 & 25, Aug. 1 & 8, Sept. 5, Oct. 10 & 17

NOTE: As of January 3, 1971, #2102 was in the Ex-N.K.P. Roundhouse  
at Conneaut, Ohio.

### WHEN ROCHESTER RODE BY RAIL

We understand that sales of the Chapter's recently published book  
have already paid for the cost of printing. At this rate we may soon  
be able to afford full postage for our newsletter!



## MORE HOTT BOX

### HEARING - JANUARY 22, 1971

Don Cook, Chairman of the Assembly Subcommittee on Railroads, has notified us of a series of public hearings on the subject of possible direct State involvement in rail passenger service. Under the Railpax plan recently enacted into law, the service from New York City to Buffalo via Albany will be greatly curtailed and service between Albany and Montreal will be completely eliminated. If you are at all interested in preserving at least the present standards of service, please make your feelings known by attending the Rochester hearing which will be held in the Legislative Chamber of the County Office Building, 39 Main Street West at 10:00 A.M.

### FEBRUARY MEETING - FEBRUARY 11, 1971

Due to preparations for the Model Railroad Show to be held Feb. 19-21 and 26-28, our FEBRUARY meeting will be held on the second Thursday of the month.

### Editor's Page

This month I am glad to announce the inclusion of two new column's in the Semaphore. From each month from now on we hope to run a quiz dealing about railroad subjects, the answers will not appear to the following month so you will have a month to find out the answers. The big news is the welcoming back our former editor as a regular columnist, well atleast almost every month, if Jack finds time from his duties with the national organization. Welcome back!

Some of the changes that were promised last month have not come about but should be in next month's Semaphore. We hope you will like it.

For those of you that have been bothered with paying the 6¢ postage due on the last few Semaphore's we have remedied the situation by sending this month's Semaphore out with 12¢ postage an increase that has been dictated by the larger size.

I hope all of you have seen the Chapter's first publication, When Rochester Rode by Rail, so far the sales have been most gratifying on sales, and it seems to have been excepted quite well in the community.

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

Assist. Editor  
Arlene Koscianski  
Circulation  
Pete Arras

Reporters Dick Barrett  
Ross Hall Jack Collins  
John Woodbury Jerry Hott