



ROCHESTER CHAPTER

THE SEMAPHORE

National Railway Historical Society

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The FEBRUARY 11th program at the Chapter's quarters was a well-coordinated film and slide combination presented by PETE GORES and GREG SULLIVAN covering the Charleston Convention and their visit to the fantastic Northwestern Steel & Wire Co. in Sterling, Ill. Many of their pictures were spectacular.

The MARCH 19th program will be given by BOB FRENCH of slides of the B&O Museum, trolleys and West Coast diesels followed by a selection of steam and trolley slides collected by CLIFF SHIRLEY of the Kansas City Chapter. During the business meeting constitution changes will be discussed and a nominating committee will be appointed.

THE HOTT BOX

ROCHESTER RAILROAD ASSOCIATION

The R.R.A. is composed primarily of Railroad (and some industry) Traffic Dept. employees. But membership is open to anyone who is interested in promoting rail transportation. The Association meets monthly at different locations--usually a dinner meeting, but sometime for special events such as their annual picnic. The L.A.&L. will be the site of their June meeting--a couples party aboard the train! A special project of the R.R.A. this year is to present the ASTRO (America's Sound Transportation Review Organization) Report to the public. We have invited the R.R.A. speakers bureau to present a slide program on this report as part of our Chapter banquet in May.

MONROE COUNTY SESQUICENTENNIAL

As part of the above celebration, the month of MAY is being designated "Transportation Month" and the week of May 16th is to be "Railroad Week." The Rochester Chapter, N.R.H.S. has been requested by the Rochester Railroad Association to join them in present one or more displays during that week, possibly at Midtown or the Greece Towne Mall. We suggested the possibility of a "continuous" slide show, perhaps with a taped commentary. One of our energetic V.P.'s is already gathering slides for such a show, so if you have, or know of slides on railroading, past, present or future, in Monroe County, please let us hear from you as soon as possible.

It would seem that co-ordinating our efforts with the Rochester Railroad Association can prove to be mutually advantageous.

ELECTIONS COMING - an Editorial

A Nominating Committee will be appointed at the March meeting. Each member of this committee will be presented with a copy of the Chapter's revised Constitution and By-Laws which, among other things, enumerates and defines the duties of the various Chapter officers. It is hoped that the members of the nominating committee will seriously consider these prescribed duties when making their selections of nominees for the coming year. This Chapter has a growing number of talented individuals who would make good officers. The accurate, up-to-date membership list being prepared by our Treasurer and the Membership Committee for publication next month will list those eligible for consideration. We hope that the nominating committee members will not eliminate themselves from consideration. We remind the rest of the Chapter members that they have the right to make their own nominations of members in good standing on the night of the election in May.

HIGH IRON

Ex-N.K.P. #759 blew a cylinder head on her trip from Hagerstown, Maryland to Roanoke, Virginia last month and is currently undergoing repairs in Hagerstown. High Iron Company plans to reschedule the Hagerstown-Roanoke weekend round-trip for sometime in April.

THE OLD CURMUDGEON says:

"Well, I see that our president finally broke over and paid his dues. He'll probably be chewing on the rest of us to do likewise to avoid the 'late payment penalty'. Oh well--why not? A buck is a buck...."

PHILADELPHIA LETTER

A glow of red—ever so subtle—heralds the change. It is so slight as to be nearly imperceptible, but it is there. It is the faintest beginning of a new season as well as the beginning of the end for the old—the long, seemingly endless winter. The cold can be biting, the wind merciless, yet there is a warmth in that first glimpse of light after five o'clock that cannot be cooled. Twilight's rich hues of red play upon snowbanks and etch patterns on the frozen landscape against a cold blue sky.

In a slower, quieter time, there was a tranquility in this late hour of the day. Traffic on the River Boulevard and Elmwood Avenue was nearly as heavy as now, with the sound of horns hearily as frequent as today. Up on the tracks, however, there was a different scene. The distant skyline appeared as a golden backdrop, framed by the banks of the Erie's cut alongside the university. To the south, an occasional streak of light could be seen as a car crossed the tracks on Westfall Road. In the manner so typical, the power substation a few hundred yards to the north hummed on quietly.

Bundled tightly against the erratic breezes stood a small figure, eyes wide with anticipation. His "Mickey Mouse" watch had passed 5:15, so things should liven up soon. It was cold, bitterly cold, but his patience was rewarded! At first it appeared only as a small hump. Shortly it took the shape of a box with yellow stripes faintly discernible in the rapidly diminishing light. Motor 4071 slowed to a halt and discharged a lone passenger at the "South Park" station. With a firm slam of the vestibule door and a brief ringing of the bell, the 5:15 gathered speed and disappeared into the dusk.

By this time our young hero is nearly frozen. In the manner of boys, however, he gazes after the 5:15 until it is well past the crossing and the marker lights have rounded the curve. It is not until this moment that there is heard, ever so faintly, a steady chuffing. In a black silhouette against the nearly-dark city skyline is a column of smoke and an ever-growing shape of a boiler. A glow suddenly bathes the track in light and all is rendered invisible. But the chuffing grows in intensity until it takes the unmistakable outline of a trim 2-8-0 with the "way freight" to Attica. There is no clasping of hands about the ears here! The cold is forgotten in the effort to absorb for all time this one moment. It is a moment experienced by so many young American boys for a century—in New England farmlands, in Michigan weedlands, in Nebraska plains—and breathlessly described in minute detail to somewhat dismayed parents.

Just as the engine passed, there was seen a glow of orange in the cab as the stoker checked his fire and added some coal to make up for the long grade just conquered. The few cars clattered past with their little red cabooses, and that was all. Nothing was left but the aroma of soft coal smoke and ears straining for every last sound. Hark! There's the whistle for Westfall Road. The headlight brightens the curve beyond the crossing, the markers disappear beyond the curve, and that's all there is, except.....one more blast for an unknown road beyond.

The night wind blows colder and dissipates the last of the smoke. A thousand stars dot the black sky. The substation hums on as if nothing had happened. Auto horns continue to honk from below.

(signed) JACK COLLINS

THE EUROPEAN EAVESDROPPER

by ROSS HALL

FROM FRANCE:

The SNCF has successfully tested a linear motor brake at speeds up to 150 mph. An induction coil suspended several millimeters above the railhead produces currents in the rail which are used to help slow the train. The brake is noiseless, wear-resistant, and is not affected by the condition of the rail.

The SNCF has also ordered 16 more turbine trains to supplement the 10 currently running on high-speed routes.

FROM SPAIN:

A conference devoted to freight-train scheduling was held recently in Madrid and was attended by representatives of 24 railroads from Western and Eastern Europe. The international railroad refrigeration and container corporations (Interfrigo and Intercontainer) were also represented. The chief item of business was to plan for expanded and accelerated freight service in Europe.

FROM GERMANY:

A 6% increase in chartered tourist trains expected for the 1971 travel season will set new records, according to the head of the Touristik Union International (TUI) at a recent press conference in Frankfurt. The DB (Ger. Frd. Rys.) is reserving some 560 passenger cars for charter use. It was noted that last year roughly one-third of those served by member agencies of the TUI travelled by rail.

During the holiday season just past, the DB added 1361 special passenger trains to its regular schedule. Of these, 23 ran between the Federal Republic and the Soviet Zone, 138 were international trains, 258 served those "guest workers" travelling to spend the holidays with their families in southern and eastern Europe, and 471 were domestic runs. To free passenger trains from the extra burden of transporting express baggage, 471 baggage express trains were run.

Freight-car deliveries to the DB last year ran 36% ahead of those in 1969, with an increase of 25% for passenger and baggage cars. 63 electric and 108 diesel locomotives were also delivered in 1970. 120,000 autos and their occupants were transported last year on car-carrying passenger trains. The 100,000-mark was passed for the first time in October. Connections for auto trains now number more than 50; the most recent additions include three for West Berlin, linking that city with the rest of the Federal Republic.

Finally, here's a way to spend a pleasant afternoon in the country. Nearly 150 DB stations have bicycles available for rental. The demand has averaged 35,000 to 40,000 people annually, more than half the customers being women. Who needs a car?

* * * * *

From CHARLES KNOLL we have word that the many heavyweight sleeping cars owned by the Pullman Company and several railroads and stored on Government property at various points in this country have all been scrapped.

As of November 13, 1970, the Pullman Company in Mexico was taken over by the Mexican Railways and is called "Agencia Coches Dormitorio."

NOTES FROM THE GOVERNOR'S LOUNGE

by JOHN WOODBURY

Public Belt and Public Service - Being a visit to New Orleans in connection with a ride on THE AZALEAN in March 1957

This was my second visit to New Orleans---the first having been made in 1942, also probably in March since it was for Mardi gras. I was stationed at Montgomery, Alabama, and Continental Southern Trailways offered a \$9.00 round-trip bus fare from Montgomery to New Orleans for Mardi gras. First off, this fare was in effect before the Office of Defense Transportation was to take over in May 1942. In addition, the people of New Orleans wanted a Mardi gras celebration---the last one for the duration---even if it was only for one day.

Continental Southern Trailways operated from Montgomery east and west to Atlanta and Jackson, Miss. So I was off with two Army buddies to Hattiesburg, Miss., where we changed to the New Orleans bus from Memphis. Into New Orleans with only 7 hours there (24-hour pass from camp), we first visited the French Quarter and its fort on the river. Then to Audubon Park, and from there to the river again, on a ferry to the west bank up to Algiers, back across to Canal Street, New Orleans, where by that time the celebration was in full swing and which we watched until darn near bus time. Being with two buddies, neither of whom gave a damn about transportation except "will it get me there", I have just vague memories of the car and bus routes of New Orleans Public Service on that day, but I must have used the Desire, St. Claude and Louisiana car lines. In 1957 I found Desire a bus line, St. Claude trolley coach, and I saw enough Louisiana busses to know what had happened to that car line. Anyway, in 1942 the time in New Orleans was all too short before returning to Montgomery.

When I returned to New Orleans in 1957 my first objective, of course, was the street cars, but only two lines were left, showing NOPS' great desire to replace them with trolley coaches wherever possible. After all, New Orleans Public Service is a gas and electric utility and transportation comes in third. So you get the juice free, why not the trolley coach! The two car lines left were Canal and St. Charles (Canal went bus in 1962), both on grassy center-of-the-street private right of way for much of the route. Contrast these to Desire and St. Claude. Desire was so narrow in spots that autos had to mount the curb and sidewalk when meeting a car. St. Claude was one curve and street after another in the French Quarter with a wide private right of way near the outer end. Today St. Claude is a trolley bus going out one street and winding inbound on several other parallel streets. Only a look at St. Charles line today would make you appreciate the work NOPS does to maintain the grassy, landscaped and manicured private right of way. When a new rail or tie or rail joint needs fixing, the grass is cut into chunks of sod and neatly piled alongside the trouble spot. Old ballast is hauled away and new ballast placed. The sod is then neatly replaced, tamped down, raked, watered and cut with a lawnmower. It has to be seen to be believed. The car houses and bus garages are painted light gray with white trim and landscaped with magnolia and other bushes. Again, it has to be seen. In 1942 the fare was five cents; in 1957 the fare was seven cents with four tickets for a quarter; and today the fare is ten cents. New Orleans Public Service says they pay out little in the way of subsidies to the Transportation Department from gas and electric earnings

Another company to see is the New Orleans Public Belt, and this is another almost unbelievable operation. Extending from a connection with SP at Canal Street at the river, the line meanders upriver alongside the Mississippi to the Huey P. Long Highway and railroad bridge where connections are made with the Louisiana & Arkansas, Texas & Pacific and the Missouri Pacific and over a line which I did not follow to connect with IC, Southern and L&N. In fact, Illinois Central seems to be their best

connection and all the railroads have trackage rights. What the railroads do is to deliver their own cars to a certain pier or wharf warehouse and pick up loads of imported products. (Ask Gulf, Mobile & Ohio and IC about bananas.) But these same railroads cannot pick up or spot a car. That work is done by the Public Belt, mostly 4:00 to 12:00 PM and otherwise over eight hours to clear up the switching and spotting.

I had previously found out that the Public Belt is operated by a group representing the steamship lines, the Chamber of Commerce and the City of New Orleans. Operating at that time were 11 diesels and 2 steam with 49 miles of sidings and 114 miles of other track. The mayor of the city is also president of the road. My curiosity being aroused, I followed it from the foot of Canal Street upstream along the river to the water filtration plant layout. Near Canal Street it operates mostly single track in the streets near the river wharves. I found one SP Baldwin switcher idling on a spur across a sidewalk between two buildings with no sign of a crew. Soon the railroad was out of the street onto its own right of way parallel to a street, which from the trolley busses was "Tischultipotus" (hopefully spelled right). Here the right of way was grass grown eight tracks wide and of which the two nearest the street were never used. At Delta Steamship there were 8 tracks, 6 pretty well plugged and some 5 or 6 tracks leading into a building or two with the building parallel to the river and the tracks entering at a right angle. I had to investigate, and it's a good thing I did for tucked away on one track was a dead Plymouth gasoline locomotive lettered DELTA. No ships were tied up, so it was evidently siesta time at those wharves. Continuing upriver, I noticed that many streets at grade were unprotected except for the wooden standard crossing sign. My walk was rewarded for along came an Illinois Central O-8-0 steam switcher with about 20 tank cars, most of them lettered "Flo Sweet" I never did find out where she was headed, and maybe that was why that SP Baldwin was idling. Some five days later I realized it was the only steamer I was to see outside of yard limits. That was a long walk and just right for that time of year, but it was unrewarding as far as learning anything or getting any pictures. At the water filtration plant I left the river and headed into town. Somewhere in my records I had come across the information that this plant had its own railroad, but all I saw was another Plymouth, unlettered, sticking out between piles of pipe. That was all I covered on the Public Belt.

The third day I had planned exploring the MP-TP Terminal RR and found much in the St. Bernard Parish area of the city with several engines switching at the huge Domino Sugar Plant. The guard told me I would have to go across the river to Westwego for their yards, offices and shops. Here I was at the other end of the line, so that ended that with the MP-TP Terminal RR. I then spent quite some time at the juncture of the Mississippi and that end of the Intracoastal Waterway. It was almost 70 degrees and a good day to spend along the water.

The fourth day found me determined to see the Illinois Central, probably the most important railroad to the economy of New Orleans. Starting out I checked out the St. Charles carhouse first in hope of maybe finding a passenger car or work equipment in the street in front of the cavernous high-peaked "shed" which serves as car barns for New Orleans Public Service. These "sheds" cover everything but are open on all sides. No luck! Then it was east on the St. Charles car to the end of the line where the #17 Jefferson line extends over the city line into Jefferson Parish through the village of Metarie. The line is still #17 but, I found to my regret, carries the sign "Metarie" so I paid three 7¢ fares and still had to ride Kenner Bus Lines with two 10¢ fares to get to Haranhan Yard. This large layout is named after William Haranhan, IC president in the 1920's. There I found two hump operations opposite one another, with the tower between the two humps, and two bypass tracks for "do not hump" loads. One hump breaks up arriving trains and the other sorts out pulls from downtown into departing trains. Incidentally, this work is done for Louisiana & Arkansas' one freight a day. Denied permission to even hang around the hump or yard office, I walked south quite some distance (actually, west to east) to the Spillway Road which

overpasses the tracks at the south end and gives good views of the yard, the Mississippi, and Lake Ponchartrain. The only thing is, it has a five-foot corrugated steel fence alongside the only walkway, but I solved this by finding an old nail keg alongside the roadway and thereafter had a good view by standing on it. While I was there I noted two IC 0-8-0, one 2-8-2, (steam of course) three IC geeps, one covered wagon, and two Rock Island diesels (one covered wagon and one geep) in that lovely red and gray, but I wondered about them for I knew Rock Island didn't come any further south than southern Arkansas. Were they power for a I&A train? There were no pictures since the wall was too high, but I spent over two hours looking. I could also watch the boats on the Mississippi while several trains were humped with the 0-8-0's. I was under surveillance by the "Kenner Police"—one cruiser making at least four trips over the narrow two-way planking of the bridge. He probably would have stopped if not for the traffic. I still don't know whether he was checking me because of the camera or because south of me was a spillway connecting the river with Lake Pontchartrain, which had several combination lift bridges, dam machinery for two highways and about six railroad tracks in pairs. I would have welcomed the officer because they are courteous and sometimes more than accommodating once they know your purpose and you show them pictures. (I remember the Ohio highway patrolman who got me all over Ohio Midland Ry. property in his cruiser.) Back to New Orleans on just two fares, 24¢. No pictures, so it was a poor day in that respect, but I saw the area north of the city.

Day number five and my last day, which I had mapped out on my transit map by checking out SP, Huey Long Bridge, GM&O and Southern, but in listening to the radio about 6:30 AM I heard that an Illinois Central passenger train had hit an auto at Brookhaven, Miss., killing five lumberyard workmen and derailing a freight also approaching the downtown crossing. I changed my plans and headed for Carrolton Ave., which is to New Orleans what Englewood is to Chicago, Winton Place to Cincinnati and 125th St. to New York—the last stop before the terminal. I had not realized what a beautiful spot it was so I used one roll of film (116) on NOPB, one SP covered wagon, two Southern covered wagons, two I&N covered wagons, one I&A with KCS covered wagons and a trolley at Carrolton and Canal, and I went for another roll of film. NOPB was a Baldwin and the others all GM, mostly E5 and E7 class of GMD. A public address system kept me well informed on what was coming next.

Then was a real burst of activity: SP bound for Houston, El Paso and Phoenix; MP bound for DeQuincy, Port Arthur and Houston; T&P bound for Shreveport, Texarkana, Dallas and Fort Worth; IC "City of New Orleans" handling passengers for Jackson and stops north held at least four hours; IC "Louisiane" making regular stops and terminating at McComb, Miss., with a geep, a baggage-mail and one coach. Then into the city terminal one right after the other, and all very late, were "The Panama Limited" some four hours late, I&A "Southern Belle" some five hours late (found held at Baton Rouge for IC trains), an IC express and mail train, and, limping in about 2:15 PM some six hours late, the cause of it all "The Louisiane" with a geep and covered wagon in that order. Talking to a terminal employee I learned that the IC trains had cleared Brookhaven by running backward some 30 miles to a bypass south of Jackson over part of the Natchez line via Baton Rouge and that "The Louisiane" had kept to the main line with the covered wagon held and the yard geep substituted at Hammond. "The Southern Belle" had been held at Baton Rouge for "The Panama" and "The Mail" as I&A has only trackage rights over IC between "The Rouge" and "The Crescent City".

So my last day in New Orleans was far more interesting than I ever dreamed, and the next morning meant the northbound "Azalean" for home. New Orleans is most interesting for railfans. I didn't have enough time for photography although I did get some 56 pictures, 43 of them New Orleans Public Service. Just remember that it's worth a visit and get out and see things. Don't spend too much time in the LOUNGE and you'll be well rewarded; you too can reminisce and remember like your occupant of THE GOVERNOR'S LOUNGE.

THE BARK PEELER

by DICK BARRETT

Trip Reports

1 - January 23, 1971, a sunny and very cold day as I photograph passing freights at the Rochester depot. Many freights pass as we wait for PC train #71 bound for Buffalo. Arrival in Rochester is about forty minutes late. Then aboard for the quick ride to Buffalo. Here we changed to the Toronto train. (Even Chicago-bound passengers must change trains.) The Toronto train was changed last October from a night train carrying sleeping cars to a day train consisting of two Budd RDC's. Our consist was RDC-2 (combine) #9103 and RDC-4 (baggage, mail and express) #9251. Both units were Canadian Pacific equipment. Departure from Buffalo was about thirty minutes late. We quickly made friends with the crew, and shortly after leaving Buffalo we found ourselves in the front vestibule of #9103 with the engineer. Took some real nice sunset pictures as we passed thru Black Rock and went across the International Bridge into Canada.

One disadvantage we found in not having purchased tickets in advance was the fact that we had to pay our fare in three separate sections: Rochester-Buffalo (PC), Buffalo-Hamilton (PC-TH&B), and Hamilton-Toronto (CP).

Arrival in Toronto was only a few minutes late, and we soon found ourselves on the University Subway of the Toronto Transit Commission for the ride to our hotel.

Up bright and early the next morning, zipped down to Union Station to meet the star of the day--Canadian National 4-8-4 #6218. Judging from the number of people on board, I'd guess that this UCRS trip was a rousing success. We took up occupancy in CN #2904, officially described as a "colonist" car. Further investigation yielded this definition of "colonist" car--"A second-class car with floors either bare or fitted with matting, used expressly for emigrant trade on trains where low rate of fare is charged." Well, I guess when I'm in Canada I can't really dispute being called an emigrant, but I would dispute that low rate of fare. This car was a rolling museum having stoves at each end and very plain facing seats which were made up into sections from back in the days when the car still had mattresses. The car now is the last one in its series remaining on the CN roster and has been used on previous UCRS trips. Let's hope some fan group can rescue this unique piece of equipment from a scrap dealer's torch.

The trip itself was a fine blend of sunny weather, moderate temperatures, just enough snow, and several good runpasts with the last runpast held shortly before sunset being the most spectacular with the train bathed in golden sunlight and long shadows. All in all, a fine winter trip on the CN. Return to Rochester was, unfortunately, via a far less desirable form of transportation.

2 - February 19, 1971, in the dark of night I trek to the Rochester depot to await the arrival of PC eastbound train #62. Upon inquiry I find that the train is on time. However, 45 minutes later at 3:45 AM, we pull out of Rochester 15 minutes late. I try to buy a ticket to Boston but find that the conductor can only sell me a ticket to Albany. Yawn; I'm asleep. Am awakened as we pull into the Utica station. Hmmm! We are obviously late as it is light out and we should have left here at 5:30 AM. Arrival in Albany at 9:00 AM. Then a couple of quick photographs of #62 and onto #428, the Albany to Boston train. #62 was powered by #4037 and #4083 and included Sleepercoach #4208, 10-6 sleeper "Lehigh Rapids" and grill-diner #4554. Train #428 consisted of locomotive #4040, snack bar coach #3201 and coach #3600. At Pittsfield noted a GE switcher on the siding at the GE plant. Then a little further on was the ex-B&M private car #1 on a siding with all the windows boarded up. Many Alco road switchers along the old B&A line.

Arrival in Boston was a little over an hour late. The old South Station in Boston is a mere shell of its former self. When built in 1899, Boston's South Station was the largest railroad station in the world with over 700 daily trains entering or leaving the terminal. The next morning back into North Station in Boston for the last Railroad Enthusiasts-sponsored Snow Train to North Conway, New Hampshire. Over 600 people enjoyed the trip up the B&M's North Conway branch in 9 Budd RDC's. Shortly after crossing the border into New Hampshire the snow began to fall, making an already scenic trip spectacular.

My last trip up this scenic branch was on Sunday, November 5, 1961, less than a month before the end of all regular passenger service up the branch. The trip last month was the last trip for passengers on the branch as the B&M is expected to receive permission to rip up much of the branch before Spring. Amidst all this gloom, however, is a beautiful ray of sunshine. Dwight Smith, a member of the Railroad Enthusiasts, has been rebuilding a former CN 0-6-0 in the Rigby shops of the Portland Terminal Co. at Portland, Maine. He has purchased the unique station at North Conway, the roundhouse, and the bunkhouse. In addition, he is in the final stages of negotiation with the B&M for purchase of about seven miles of right of way on the branch. All of this is expected to lead to the formation of the Conway Scenic Railroad. This should be a good location for a tourist railroad as North Conway is the center of a tourist area which is equally popular in both winter and summer. The depot at North Conway is also a unique tourist attraction. It was built by the B&M shortly after the turn of the century to the design of the son of a B&M official who had just finished studying in Russia. This piece of unique architecture is set back off the road with a park in front of it and is one of the most treasured landmarks in the town.

Incidentally, Mr. Smith is also the author of NORTHERN RAILS, a railfan guide to Maine, New Hampshire and Vermont.

Do It Yourself Fantrip

Here is a one-day trip incorporating travel over more than 600 miles of track that will probably not have passenger service after the end of May.

<u>Railroad</u>	<u>Train No.</u>	<u>Time</u>	<u>City</u>	<u>Mileage</u>	<u>Coach Fare</u>
PC	61-17	Lv. 1:10 AM Ar. 7:45 AM	Rochester Detroit	317	\$ 18.75
C&O	46	Lv. 1:30 PM Ar. 6:10 PM	Detroit Columbus	205	9.75
PC	18	Lv. 7:20 PM Ar. 10:00 PM	Columbus Cleveland	138	7.00 approx.
PC	28-62	Lv. 10:15 PM Ar. 3:30 AM	Cleveland Rochester	250	14.50
				910 Miles	\$ 49.50 approx.

Note: C&O Train #46 runs only on Friday, Saturday and Sunday.
Check out schedules before leaving to insure against changes.
Sleeping car service available Rochester-Detroit and Cleveland-Rochester.

This information is from the February 1971 issue of the OFFICIAL GUIDE.
Have fun!!!

In 1927 the CENTURY obtained an addition that would be a part of it for almost twenty years. It was a new type of engine called a Hudson. The Hudson would last with but one change until the honor of hauling the CENTURY was given to the more modern diesel-electric locomotives. The engine was such a great improvement over the Pacific type, which had formerly pulled the CENTURY, that the running time was set at 18 hours and two years later was reduced to 17 hours.

In the closing years of the thirties, change was noticeable throughout the railroad industry. New light-weight metal alloys and styles of design were making all heavy Pullmans cumbersome and obsolete. This change in styling and taste made the Central take notice that the CENTURY was beginning to look out of style, and it was decided that the train should undergo a complete change.

On the CENTURY's 36th anniversary, June 15, 1938, the railroad placed in service what was claimed to be the most modern, distinctive, and luxurious equipment ever constructed for railroad service. Advertised as the "First All Room Train in America - No Open Berth Cars," it was operated on the first regularly-scheduled 16-hour run between New York and Chicago. Sixty-two new cars built in Chicago by Pullman-Standard Car Manufacturing Co. and ten J3a streamlined Hudsons constructed by the American Locomotive Co. constituted four complete sections of the train which set new standards of comfort and beauty.

Design of this new train was the combined effort of the Central's equipment engineering department and Henry Dreyfuss, a New York industrial designer of the first magnitude, who just two years before had streamlined the Central's COMMODORE VANDERBILT. No detail was overlooked from the bullet-nose front of the streamlined Hudson to the distinctively-designed drumhead seal at the rear of the enclosed observation car. The exterior color scheme was light gray with the window area painted dark gray edged in blue and set off with two silver stripes. The interior was in rust, blue, tan and gray, using woods, metals and leathers.

With the advent of World War II the CENTURY's running time was increased to 17 hours to save on fuel. This schedule change lasted from December 7, 1942, to April 28, 1946. "During the war when the other deluxe name trains were being suspended for the duration (including the CENTURY's arch rival the BROADWAY LIMITED) the CENTURY was considered such a vital means of transport that it was still continued."⁸ The war took a heavy toll on the equipment and so, a decade after the first streamlined CENTURY was put into service, it was replaced by an entirely new train in 1948. The '38 CENTURY, which was used as extra sections for the '48 train, was sold to the National Railways of Mexico in 1958.

"The favorite train of famous people" a 1948 brochure said of the CENTURY. No less a personage than Dwight D. Eisenhower participated in the inauguration of the postwar TWENTIETH CENTURY. Built by Pullman-Standard and Electro-Motive at a cost of more than four million dollars, the two trains contained many innovations including train-radio-telephones, fluorescent lighting throughout, pneumatically-operated doors, foam rubber mattresses, and enclosed toilets for all two-person rooms.

"Yet, amid all this splendor, the moving finger of destiny was writing a dramatic chapter in the history of the CENTURY."⁹ Beset by the pressure of competition, management took a drastic and almost unbelievable step on April 27, 1958.

⁸Edward Hungerford, MEN AND IRON (New York: Thomas Y. Crowell Company, 1938), p. 398.

Effective that day the CENTURY was changed from an extra-fare, non-stop, all-Pullman showcase of rail elegance to a standard coach-and-sleeper operation. The revered CENTURY club car, which contained the midtrain lounge with secretary, barber, valet, shower bath, and lounge with bar, was withdrawn and sold to the Rock Island Railroad. The people who had known and loved the CENTURY began to revolt against 660 Vanderbilt Avenue. The thousands of letters of protest condemning the management's action took the executives by surprise, but for four long years nothing was done to the CENTURY.

Then in 1962 the important news came from the Central's main office---the CENTURY again would become the pride and joy of the giant New York Central:

Delicious food, new china and glassware, elaborate menus with polished black covers, complimentary orchid corsages at dinnertime for lady passengers and boutonnieres at breakfast for men are all evidence of an effort to offer the finest in train travel. Special services described in a small folder placed in each sleeping car room, include valet and room service, the use of a typewriter and an electric shaver, and a complimentary morning newspaper placed in the shoe box.¹⁰

Just as important as these renewed services was the announcement of the enlarged sleeper-coach sleeping car service at a cost of over one million dollars. These cars provided the same basic luxuries at less than half the Pullman-car cost. Thus, after four years of being just an ordinary train, the CENTURY was once again back in her rightful place as the greatest train in the world.

As Franklin Snow stated in the CHRISTIAN SCIENCE MONITOR on November 1, 1928, "There are trains and trains, but no train has ever received such adulation as does the TWENTIETH CENTURY LIMITED from all New York Central men. It is their pet and pride. To them it symbolizes their railroad."¹¹

⁹Arthur Dubin, THE TWENTIETH CENTURY LIMITED, "Trains" Vol. 22 No. 10 (August 1962), p. 32.

¹⁰Ibid. p. 34.

¹¹Edward Hungerford, THE RUN OF THE TWENTIETH CENTURY LIMITED (Rochester, New York: The DuBois Press, 1930), p. 39.

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PERSONAL TIDBITS

GEORGE and ROSE BAUERSCHMIDT were among the disappointed steam fans the weekend of Feb. 20th when NKP 759 blew a cylinder head a short way out of Hagerstown, Md. But even diesel power failed to dampen their enthusiasm on that Roanoke weekend with its levely scenery and weather---especially the welcome sample of Spring before returning in time for another blizzard.

Our thanks to DICK PEARSON and PHIL KUHL for their sales efforts at the Kodak City Model Railroad Club show the weekends of Feb. 19th and 26th. The modelers worked hard and long and deserved the show's great success. Both Sundays the line wound down all those stairs and spilled out along the sidewalk.

A surprising number of local-history fans braved that storm March 3rd to hear BILL GORDON present a program at the Gates Town Hall. The stories that man tells are fascinating. By the way, Bill has some Boston & Maine conductors' punches available.

We regret to say that JOHN CLARK died on Feb. 14th. Not only was he Buffalo Chapter President for 25 years but he also held national offices for many years.

TANTALIZING TIDBITS

by ARLENE KOSCIANSKI

You shouldn't need them, but the answers to last month's quiz are:

1 - d; 2 - g; 3 - i; 4 - h; 5 - f; 6 - a; 7 - b; 8 - c; 9 - j; 10 - e.

Recently an act of vandalism showed what the idiotic practice of throwing stones at passing trains can do. CH4, Engines 3234 and 2195, was passing Whisleville at So. Norwalk when some boob heaved a rock, breaking the engineers' side window. The engineer was sprayed with glass fragments, necessitating his removal to a hospital to have the glass removed from his eyes.

(from Western Connecticut Chapter's WESTCONN MANIFEST of April 1970)

A virtually unbreakable clear plastic, a space-age material used for the face shield in astronauts' helmets, is being substituted for glass in Penn Central passenger cars, locomotives and cabooses. The polycarbonate plastic material, incorporating the best properties of both glass and metal, is 250 times stronger than safety glass. While more flexible and easily scuffed than glass, it is well nigh indestructible when it comes to rocks, baseball bats, sledge hammers and even bullets.

The material, developed by General Electric Company, is known as Lexan. It can be sawed into any shape, costs about the same to install as double-paned insulating glass, and has thermal conductivity only one-third that of glass. This property acts to keep cars warmer in winter and cooler in summer. The new material will adequately protect PC's passengers and employees against the vandalism aimed at moving trains which cracks or breaks thousands of windows a year and costs the railroad over \$1.5 million annually.

William H. Moore, president of the railroad, while observing the final testing of the year-long evaluation of the new plastic at the Cleveland Laboratory, decided on the spot to make it standard for all Penn Central equipment.

(from Augusta Chapter's THE CINDER SNAPPER of January 1971)

Penn Central contemplates abandoning more than 3,800 miles of line, referring to it as "plant rationalization." They contend abandonment would save them more than 17 million dollars in annual maintenance costs and bring in almost \$51 million in salvage.

Illinois Commerce Commission has ordered Illinois Central to restore dining, lounge, and special sleeping cars on the reinstated "Panama Limited."

Southern Railway had former PC business cars #1000 and #1 up for sale. #1000 can be bought for \$50,000. We understand the Western Pacific bought #1 for \$35,000 for use by Alfred Perlman, who used this car on the NYC and PC.

Since last July Penn Central has repainted only one GG-1, No. 4890. While there are still 111 GG-1's in service, those 30 still in the PRR paint scheme are faded and dirty. The keystones on the remaining Pennsy units are being blacked out with a small PC but still retain the old PRR stripe.

PC has also asked Judge Fullam for permission to buy 50 new cabooses because the shortage of such cars have delayed freight trains in terminals.

(all five items from Lancaster Chapter's LANCASTER DISPATCHER of January 1971)

EMD is reported to be offering a new switcher, SW 1502, which is 57" longer than the current SW 1500, to "a-commode-date" toilet facilities for the crew.

(from Pittsburgh Chapter's KEYSTONE NEWSLETTER of February 1971)

PENN CENTRAL CHANGES NAME OF PIGGYBACK SERVICE

When a Penn Central man refers to TV-6 these days, he's talking not about a television channel but about a hot-shot TrailVan train speeding from East St. Louis, Illinois, to Boston with a load of highway trailers and containers.

Identification of Penn Central's 35 fast piggyback trains has been changed to a new TV symbol to identify them as TrailVans. Numerals are added to signify routing between the 41 TrailVan terminals in 34 cities across the rail system.

"These trains were known as TrucTrain or SuperVan trains before and since our merger, but now that the new designation of TrailVan has become established we decided to change the symbols to match the name," said Richard B. Hasselman, Vice President - Transportation.

Penn Central's high-speed TrailVan trains which operate at up to 70 miles per hour, connect such eastern cities as New York and Boston with Chicago and St. Louis. Intermediate cities also served by the elaborate network of TrailVan trains include Worcester and Springfield, Mass., New Haven, Albany, Syracuse, Rochester, Buffalo, Philadelphia, Harrisburg, Baltimore, Cleveland, Columbus, Cincinnati, Toledo, Indianapolis and Detroit.

The railroad handles about a half million trailers per year in TrailVan and other high-speed freight trains, with an average haul of 729 miles last year. Penn Central has available 11,000 TrailVan units, of which 800 are new this year (1970), including 500 vans and 300 refrigerator units.

FOR AN EASY RIDE - Penn Central has announced it is introducing a fleet of new cars specially designed and equipped to handle liquor industry products "damage free." The PC's executive vice president said the other day a test car already has carried 1.3 million bottles of liquor in 1969 without breaking a single one.

The cars have been described as having dual air packs, hugh pillow-like objects to secure loads, and have added height to speed up loading and unloading by a reported 25 percent. Two cars of the new fleet are to be equipped with experimental trucks with special rubber springs to reduce maintenance costs and help give a "near perfect ride."

Now, if only someone in Penn Central could be induced to show as much solicitude for passengers. It is likely a lot more people could be induced to ride Penn Central if there were any likelihood of experiencing a "near perfect ride." (Editorial, INTELLIGENCER JOURNAL from Lancaster Chapter's LANCASTER DISPATCHER 10/70)

THE GALS GOT EQUAL RIGHTS - Six women typists and clerks in the Penn Central Accounting Department at the Detroit Station complained to the Michigan State Civil Rights Commission they were being discriminated against as regards job equality and job opportunities. They won their fight. Penn Central assigned them to checking boxcars. It's a tough job, climbing in and out of cars to see that the boxcar is properly tagged, is on the right siding and if the cargo matches lading records. Traditionally, men have been doing the work, and the new female checkers apparently don't particularly like it. One accused the company of trying to squeeze them out of jobs. Another said she would faint if she should spot a hobo or a field mouse in one of the boxcars. Another feared being transferred to night work. The railroad is sympathetic, but says the transfers from office pool to freight docks is within the scope of its contract with the union - and it's equal rights too, one executive said. (Courtesy of Robert Barrett, Radio Station WKAP - from Lehigh Valley Chapter's LEHIGH LINES of October 1970)

Would any SEMAPHORE reader have further information on this as to what jobs the women had wanted and what happened to the men who were the checkers? I haven't been able to dig up additional details. Arlene

The Penn Central POST of January 1971 had a brief write-up, entitled "Carload of nice people," of the Rochester tour conducted September 29th. I'm happy that their story mentions the tour produced several property inquiries.

Penn Central gained an average of 50 passengers a day on the Washington to New York run while airlines lost 50 since the start of the Metroliners in 1969. A report released by DOT said railroad travel was up 39.5 percent in the 12-month period ending June 30, 1970. The report said total Washington-New York railroad travel, using Metroliners and conventional trains, was up 14 percent over 1969.
P.S. - The Metroliners had their 2nd birthday on January 16th.

Pat King, PC's General Manager of the Philadelphia Area Commuter Division, announced on January 15, 1971, that on Thursday, the 14th, all 413 Philly Area commuter trains operated 100% on time. It was only a year ago, early in January, the same trains only averaged 50-60% on time, and one fine day they operated 99% late. Everyone is still looking for the one or two speedy enginemen that made it in on time and spoiled the perfect record. It was this January mess that caused the Pennsylvania PUC to order PC to make certain changes, one of which being the establishment of the Philadelphia Area Commuter Division. This 100% on-time performance was the first on-time day in recent history.
(both these items from Philadelphia Chapter's CINDERS of February 1971)

Several reports are filtering in of Penn Central diesels in a medium dark blue color scheme with creamy lettering and identified as Penn Central. Needless to say, it is a marked improvement over the "bankrupt black" (for mourning?).

Have you taken Penn Central's "Broadway Limited" and eaten in the dining car within the past few months? As of November 9, train Nos. 48 and 49 no longer carry a twin unit diner but rather a single unit from the former New York Central.

No longer is one able to eat off tables set with linen tablecloths and napkins but rather ones made of paper. Gone too are the fresh carnations that garnished each table. Do you remember when you ordered the broiled sirloin steak for \$5.95 the waiter served your table d'hote dinner with a bottle of rosé wine compliments of the Pennsylvania? Well, that is a thing of the past along with the relish dish of green olives, radishes and iced celery, the muffins from the carrier, the big red apple and chocolate mints. However, the price is still \$5.95.

During the days when the "Broadway Limited" was the pride of the Pennsy, the twin unit diner carried two stewards and a waiter for every two tables, and the waiters were carefully screened as to meet the required height and the prompt and courteous service that was due to all the patrons.

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

The Penn Central has taken delivery of 19 GE U23C's, 2250 h.p. units which will be used for hump and transfer service. They are being assigned to Selkirk, Enola, and Frontier Yard (Buffalo).

Several FL9's seem to be based at Stamford to haul dead MU's into New York. On weekends there have been as many as four FL9's in the various paint schemes in the Stamford yards.

Although the practice is supposedly taboo, the blue and yellow PC/NYMTA FL9's (yellowbirds?) are still making occasional jaunts on the Shore Line to Boston. Whilst hardly an inspired paint scheme, the blue and yellow arrangement is preferred by many railfans to the PC's black.

Fans trying to distinguish between older ex-PRR and ex-NYC power now regularly appearing...might do well to observe the marker lights. Most of the older ex-PRR power has small bulls-eye type marker lights built in. This is strictly a PRR (and the PRR-influenced LIRR) option and appears in place of the factory-provided-type markers such as on the RS-3's.

(from Narragansett Bay Chapter's NARRAGANSETT NEWSLETTER of January 1971)

An automobile and a Penn Central freight train clashed in Greenville, Pa., recently and the car came out the winner! The freight engine bashed into the auto, which had stalled on the tracks, and caused \$500 damage to the car. PC estimates the train damage at \$5500. Four freight cars were battered when they jumped the track.

"FLYING SCOTSMAN" MID FLYING SNOWFLAKES - The eight-car exhibition train hauled by Alan Pegler's Pacific-type locomotive ex-LNER no. 4472 "Flying Scotsman" completed its tour of the central United States and Ontario and Quebec early in October 1970 at Niagara Falls, Ont. After spending some time in Canadian National's yard at the border city, the train was brought back to Toronto October 31 for storage. The locomotive will be kept at CN's Spadina Roundhouse and indoor storage will be provided for the pullman parlor car "Lydia" and the observation-lounge car. Mr. Pegler is attempting to organize a tour to Canada's west coast in 1971, with a possible side trip to west coast United States cities. If he is successful in this endeavour, the exhibition train may make the trip over Canadian National rails. The possibility that the exhibition train will return to the United Kingdom is quite remote, and in some quarters it is rumored that the "Flying Scotsman" will be sold in North America if a purchaser can be found.

RIDDLE: WHEN IS A PASSENGER TRAIN SERVICE? - The Canadian Transport Commission recently answered this enigmatic question when Penn Central applied for a subsidy for its two passenger trains which operate through Canada between Fort Erie, Ont., and Windsor, Ont., in each direction on their Buffalo-Detroit-Chicago journeys. This application was promptly refused by the Commission on the ground that the service was not a passenger train service within the meaning of the Canadian Transport Act.

Penn Central thereupon retaliated by discontinuing all stops in Canada except for Canadian Customs' inspection and crew changes. Stops are normally made at Fort Erie, St. Thomas and Windsor, Ont. The trains, numbers 14, 17, 52 and 351 formerly served Welland, Waterford, Tillsonburg and Ridgeway, Ont.
(both from Canadian Railroad Historical Association's CANADIAN RAIL of January 1971)

During the weekend of January 23-24, unauthorized access was made to fifteen Southern Railway depots in this area (Augusta, Ga.) and items of railfan interest were removed. If anybody tries to sell you any items such as timetables, guides, etc., question the source carefully and notify the Southern Railway agent in Augusta. We deplore such activities as this because of the harm done to our hobby by those with "light fingers". We sincerely hope the Southern Railroad apprehends and prosecutes those responsible. The Augusta Chapter will do its best to assist them.
(from Augusta Chapter's THE CINDER SNAPPER of February 1970 and included as a reminder that we should know from whom we are buying material)

NORFOLK & WESTERN DECLARES WAR ON NEEDLESS PAPER WORK - AP Roanoke, Va. 12/7/70
"This is a tremendously important task," intoned John P. Fishwick, the president of N&W. Mr. Fishwick was not referring to some big merger acquisition. Nor did he mean new rail lines or better service. What he was talking about, as his employees waited on every word, was Operation Wastebasket. Simply put, it is an effort to stamp out unnecessary paperwork.

In a meeting in the Hotel Roanoke ballroom, Mr. Fishwick told his department heads that the company forms are sprouting faster than they can be eliminated. He authorized a ruthless search to weed out the unnecessary ones. N&W's research director Dr. Paul Zeis, announced that the railroad has more than 5000 different reports. Last year, he said, the railway spent about \$2.5 million for forms and paper. That was almost half the amount spent for new rail, \$4.9 million. Mr. Zeis said the only purpose of some reports was to check on other reports. Worse than that, there were people working overtime to prepare overtime reports.

Thus spurred, the railway executives began turning on Operation Wastebasket. Its success isn't exactly a sure bet, though; Mr. Zeis's report on reports was itself over 200 pages long.
(from the Conneaut Chapter's SEMAPHORE of February 1971)

It has been no secret for years that Trains magazine and its editor, D. P. Morgan, felt little sympathy for defenders of the varnish. In a bit of poetic justice, the Railpax network provides for 165 trains, but Milwaukee, Trains' hometown, is not on the map. (from New York Chapter's FLASHES & ASHES of February 1971)

The "Midland Rails" of the Colorado Midland Chapter reported in November that work on the restoration of the D&RGW Silverton Branch, after the September 9th flood, is virtually complete, but rebalasting will be delayed until this spring after the spring runoff. The damage is reportedly much less than was originally anticipated, with the Rio Grande officials giving the amount of \$200,000 instead of the \$300,000 to \$850,000 previously estimated. The amount of track actually destroyed turned out to be only 1800 yards, just over a mile, instead of over two miles as estimated.

A white rooster recently was noticed perched on a truck of an engine being coupled to Rock Island's freight train #94 at Manly, Iowa. The rooster left for a few minutes to help himself to some oats and water nearby and was back on the locomotive as the train pulled out.

After making the 4½-hour ride to Cedar Rapids, he was still aboard as the train left for the 3-hour trip to Silvis, Illinois.

The following day the same engine returned to Cedar Rapids with train #99. A few minutes before arrival, engineer Ed Snyder radioed the yards that he had a passenger aboard. Yardmaster Patrick O'Mare asked if Snyder had collected a fare. Snyder said he couldn't because the passenger was a white rooster.

After this events are unclear. It is rumored that an unidentified railroader had a passenger for dinner that evening.
(from Iowa Chapter's SWITCH LAMP of December 1970)

On December 2nd the Mt. Emily Shay, which has rested for many years on storage track of the Portland Terminal Railroad, was loaded on two flatcars for its journey to Cass, West Virginia, and future service on the Cass Scenic Railway. The engine has been leased by the owners, the Oregon Historical Society, to Cass for a period of ten years on a lease-restoration agreement.

It seems that one Shay is but out of the state when the chapter has another one on its hands. The Stimson Timber Co.'s #1 "Peggy" has rested for several years on tracks at the Oaks Park. Once exhibited at the old Forestry Building, it was partially burned when the old log cabin was consumed by fire. Since then no one has taken any care of the locomotive except for moving it to its SE Portland location and removing some of the burned wood. At the October meeting of the PNW Chapter it was decided to approach the city for the rights to restore the engine to operating condition. The 42-ton engine would be ideal for an operation at the site of Oaks Pioneer Park. Once the engine is running, the Chapter will make its presentation to the city for construction of a railway at the site of the park.
(both above from the Pacific Northwest Chapter's TRAINMASTER of January 1971)

Last fall a quaint little steam engine was taken to a new home. The "Oregon Pony," which was the first locomotive built and used on the West Coast, was moved from its home of 40 years in front of Portland's Union Station to a park in Cascade Locks about 50 miles away. At Cascade Locks it will be placed on a roofed, concrete platform in the center of the new recreation-marina-museum complex which the city is developing. The "Pony's" first job was in Cascade Locks almost 110 years ago. Since then it has made several trips to and from California for various jobs before ending up in front of Union Station in 1929. The citizens of Portland, and especially the employees of Union Station, hate to see her go, but Cascade Locks feels it is getting a real bonus by acquiring the little 9,800 pound engine.
(from the Charleston Chapter's THE BEST FRIEND of December 1970)

New York City's Bush Terminal Railroad, which operates about 2½ miles of track in Brooklyn, has withdrawn its petition for abandonment. The line is famous as the home of a trio of unique Ingersoll-Rand yard switchers that were built in 1931 and which will probably last a while longer.
(from Narragansett Bay Chapter's NARRAGANSETT NEWSLETTER of January 1971)

Steam engine, anyone? Maggie Valley RR is now abandoned and has two on the market. The name plates read "Heisler" and the numbers are 2 and 3. Also, about a mile north of Traveler's Rest on Hwy. 276, there is at least one steam engine in a Seaboard Coast Line cemetery there.

Live Steamers! Everyone knows what a "live Steamer" is, but what about one whose top speed is only 10 m.p.h. Sounds strange, doesn't it? Not to the members of the two dozen live steam clubs scattered across America. Started by a group of men in Southwick, Massachusetts, about 15 years ago, the idea seems to be catching hold. Instead of model trains run by a transformer, these men believe in using the real things---coal, water, and a throttle. The engines can be built in several scales and sizes from 1/16th size, which runs about a foot long, to 1/8th scale, which stretches out for 10 feet and weighs half a ton. These engines are actually scale models built from the blueprints of engines that really ran. Of course, every once in a while you run upon an "engineer" who wants to design his own engine and this is part of the fun.

There are two factories which will be glad to build your live steam model for you in return for a good-sized mortgage on your house, but that takes away most of the pleasure of the hobby. Most owners are their own builders and "scroungers," picking up bits and pieces of iron, steel and brass that can be cut, bolted, riveted or welded to make just the right part. And of course some of those parts are very miniature. Most of the time of these hobbyists is spent in the building. It seems that once they produce the finished product they turn the throttle over to the Mrs. or Junior and head back to the basement to start another engine. One thing about this hobby is the lack of competition. Every so often the various clubs will get together for a "steam-in." This isn't a time for racing and weight-moving contests, however. The time is spent in shop talk and the swapping of construction hints. If anyone is wondering who these people are, they are a little bit of every walk of life. In the first club in Massachusetts, there was only one real "railroader." The others were a dentist, photo finisher, camera store owner, and even a few chief-cooks-and-bottle-washers.
(from Charleston Chapter's THE BEST FRIEND of January 1971)

A friend of mine (who spends considerable time in helicopters) often refers to steam engines as dirty, cinder-throwing air polluters, or some such. Well, here is one for the anti-Ferroequinological Ecologists:

"An Arco air-pollution measuring team checked out the smoke from the stack of Puget Sound Railway Historical Association's 2-6-6-2 No. 6, now operating on its line in Snoqualmie Falls, Wash. The engine got a clean bill of health and was better than the 1975 standards for automobile emissions. How about that, diesel fans?"
(from Pittsburgh Chapter's KEYSTONE NEWSLETTER of January 1971 from Mike Eagleson's column in the February RAILROAD MAGAZINE.)

It is with sincere regret that we announce the early retirement of CN #6218, 4-8-4. The final operating date is to be March 24, 1971. The reason for retirement of the engine is reported to be a multitude of small mechanical problems, all adding up to an expensive total, along with the retirement of several people connected with keeping the engine in operation. The Upper Canada Railway Society has #6218 reserved for March 20th and 21st. Therefore, once again, we are taking the opportunity to join them on the last day of operation and provide our members and friends with one last chance to enjoy main line steam. We have reserved a coach in the name of Buffalo Chapter and will offer a package rate using the CN regular trains to and from Niagara Falls, Ontario.
(from Buffalo Chapter's THE AIRPUMP of February 1971)

The train came to a sudden stop.... A woman passenger picked herself up off the floor and asked the conductor what had happened. "We hit a cow," he told her. "Was it on the tracks?"; she asked. "No," said the conductor dryly, "we had to chase it across a field."
(from Baltimore Chapter's THE INTERCHANGE of December 1970)

ARRIVALS & DEPARTURES

DUES ARE PAST DUE! However, the membership deadline was extended to March 31 because Treasurer Greg Sullivan was hospitalized. A \$1.00 penalty applies after that date.

If a temporary money shortage is preventing your membership renewal, please call Greg at 467-2294 to let him know. He'll tell you about a special measure passed at February's meeting. We have a great group and don't want to lose any one of you. The Chapter will temporarily finance your membership if you discuss it with Greg.

Monday, March 19 Rochester Chapter Meeting

Saturday, March 20 Annual banquet of the Central New York Chapter at the Top O' The Hill Restaurant in Camillus featuring President E. Lewis Pardee

Sunday, March 21 Buffalo Chapter joins UCRS farewell trip on CN 6218 from Toronto

Wednesday, March 24 Canadian National #6218 to be retired from service today

Wednesday, March 24 Railroad Enthusiasts 300-mile trip New York to Pittsfield, \$17.95

Thursday, April 15 Rochester Chapter Meeting with program by JIM MOORE

Friday, April 16 Onondaga Historical Assoc. having Old-Time Trolley Meet at 8:00 PM at 311 Montgomery St. in Syracuse. Movie program of Syracuse, Rochester subway and Chicago with brief comments on the care and feeding of trolleys. Everyone is welcome! It is planned that this program will be repeated at 3:00 PM on Sunday, April 18th.

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

Saturday, May 8 Rochester Chapter Banquet, Colonial Hotel, 1129 Empire Blvd.

May 15 & 16 Buffalo Chapter Historical Sightseeing Auto Jaunt from Arcade, N.Y., parking lot at 9:00 AM along B&S and PS&N routes thru Sandusky, Rushford, Angelica, Friendship, Bolivar, Eldred, Smithport and Clermont to St. Mary's, Pa. Return Sunday along B&O and E-L trackage. Contact Jim VanBrocklin before May 10th at 103 Brendel Ave., Hamburg, N.Y., (649-9232 after 6:30) for information or a ride.

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The SEMAPHORE first page is the promised new format for the next few months. JOHN WOODBURY's fine picture taken in June of 1939 at Harmon, N.Y., shows two New York Central Hudsons ready for westbound service. #5405, J-3a, was the first "Super Hudson" and was built by Alco in 1937. #5343, J-1b, was built by Alco in 1927.

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