



ROCHESTER CHAPTER

THE SEMAPHORE

National Railway Historical Society

Vol. XIII

May 1971

No. 3

The May meeting will be held on Thursday, the 20th, at 8:00 PM sharp in the third floor Chapter quarters at 49 South Avenue. Elections will be held, so please refer to the ABSENTEE BALLOT on the last page.

CHARLES KNOLL is presenting a slide program of various railroading he has encountered on his archaeological trips. Much of his material covers Mexico, and he sent the following information.

The Mexicans are noted for their sense of humor. The following demonstrates that they can tell a joke about themselves. At the shops they referred to the

various craftsmen of those steam days as follows:

CALDEREROS (boiler workers) were BURROS because they worked so energetically and industriously.
COBREROS (copper tubing workers) were CABRAS (goats) because of the manner in which they clambered over the locomotives.
MECANICOS were CARNERO (sheep) because of the way they gathered in a flock where work was underway.
FOGONEROS (firemen) at the foundry were DIABLO or DEMONIO (devil).
MOLDEADORS (mold-makers for castings) were PERRO (dog) because of the way they scratched the sand.

When they referred to these names, the railroad men would get all "broken up" with laughter---doubled up and slapping their knees in glee---and, believe me, it was contagious.

The BUFFALO BANQUET, held on May 1st at Laube's Amherst Restaurant, was a tremendous success. While we had already seen and enjoyed "Movin'" here, "Shades of Puffing Billy" (an Australian miniature railroad) and the Klikitat Railroad film were greatly enjoyed. The big hit of the evening, though, was "The Railrodder," a color and sound comedy starring Buster Keaton which he made shortly before his death.

Our ROCHESTER BANQUET was also a success at the Colonial Hotel on May 8th. We were most happy to hear from the men from the Rochester Railroad Association and see their slide program on ASTRO Report. Mr. Walter Weible's films on the DELTA QUEEN made us long for a sound track and showed us that a steamboat movie runpast takes a lot longer than the runpasts we're familiar with. His FLYING SCOTSMAN film presented that British Beauty and many of the problems she encountered on her U.S. tour.

We'd like to formally welcome the following new members:

George W. Burgess	258 Prospect St.	Newark	14513
Richard H. Bush	97 Webb St.	Lockport,	14094
Devan Lawton	10 Amherston Dr.	Williamsville	14221

A SPECIAL RAILROADIANA DISPLAY is at the ROCHESTER MUSEUM for the entire month of May. This display at the south end of their main hall is not what we'd call extensive, but there are many choice items included. There are Pennsy and NYC calendars, ancient timetables, lanterns, marker lights, builders' plates, oil cans, flares, and a gorgeous locomotive whistle. There are also several HO models of old and modern steam equipment, an O-gauge Erie 4-6-0, and an O-gauge scale D&H Northern.

A special showing of RAILROADS # YESTERDAY, TODAY, TOMORROW will be shown in the ROCHESTER MUSEUM AUDITORIUM on Sunday, May 16th, (continuous showing) at 2:00 PM and on Wednesday, May 19th, at 8:15 PM.

Our friend HAROLD CAULKINS is now at the Hurlbut Nursing Home, 1177 East Henrietta Road, Rochester, N.Y. 14623, and appreciates his friends dropping by.

BILL GORDON sent a notice of the first east coast meet of the Toy Train Operating Society on August 7th at the Sheraton Inn in Canandaigua. All train collectors welcome. "This will be an all day meeting beginning at 8:00 AM. Admission \$4.00. Ladies and children free." "Bring your trains for display, sales, and trades." For additional information - write or phone Craig McMillan, President, Northeastern Division of the Toy Train Operating Society, East and Gibson Streets, Canandaigua, N.Y. 14424.

ROSE and CAL BULMAN sent some clippings and letters from friends from around Pittsburgh as close as I can figure. They mention seeing a freight with four units at the head end with six units in the middle. They also tell of Cass RR. getting their biggest Shay on a flat car on March 23rd from Canada, but it needs extensive work and won't be ready for service till probably July. They express their disgust at the B&O not running any more passenger trains between Baltimore and Pittsburgh and say it was planned that way since the B&O bought new cabooses from Pullman that have no bunks. Instead they have extra high-back seats for dead-heading crews. Also a streamlined B&O steam passenger engine, bullet nosed in yellow stripes with C&O written on front and tender, headed for the B&O museum was spotted. #759 is going back to Bellows Falls. One of the clippings tells how May 1st will end 128 year. of passenger service on the B&O at Cumberland, 1842 - 1971.

Their last clipping is headed "Railroad Tourist Attraction Notes Loss of \$100,000." In the year of the Bedford County Bicentennial, the Historic Everett Railroad will run no more. Its rolling stock, headed by a 1909 Baldwin steam locomotive, has been sold to Williams Grove Park and Speedway. The South Penn Railway Museum, as a non-profit corporation, operated the historic line the past two seasons following three years of operation by personnel from the Everett Railroad, and the line has lost the \$100,000 in these five years.

JO HOTT phoned in a news item from the DETROIT FREE PRESS of May 6th telling that Amtrack officials announced that train service between Detroit and New York will be restored on June 1st on a provisional six-month basis, Detroit to Toledo, and connecting with the New York-Chicago trains there.

CLIFF SHIRLEY of Kansas City Chapter writes: SEPTA employee correspondent says that when Southeast Pennsylvania Transportation Authority took over Phila. Suburban Transportation Co. they didn't want to use the ex-Electrolines and that they have been out of service in 1971.I hope that some museum gets them; keeping them even at a snail's pace is better than scrapping. A shame that Smithsonian doesn't have some full-sized interurban equipment. Interurbans were Americana.

He also writes: News that MOP's soon-to-be-only departure will be 5:30 AM, and news also mentions that bus is cheaper, takes less time express. Local bus takes 15 minutes longer than train will,.....

One of his Philadelphia clippings of April reads:

"An unused railroad station amid the tenements and factories of North Philadelphia has been turned into a motel with 110 rooms and a cocktail lounge.

"The huge job, which took two years and a million dollars, was undertaken by Harold Robinson, 57, who decided retirement didn't suit him. "It almost killed me," said the former automobile salesman.

ANOTHER LANDMARK PASSES - South Denver Tower, the only old-fashioned interlocking plant in Colorado and one of the few of its type in the West, was razed in March. The tower used manually-operated switch levers connected to rods to throw switches several hundred feet away. It controlled a junction of Santa Fe, Rio Grande and Colorado & Southern tracks at Virginia Avenue, two blocks west of the Montgomery Ward building on South Broadway.

(from Colorado Midland Chapter's MIDLAND RAILS of April 1971)

Safety belts have been proposed for railroad passenger cars by the National Transportation Safety Board, largely as a result of the character of the injuries suffered by passengers in the New Haven's Darien head-on collision in 1969.

(from the Long Island - Sunrise Trail Chapter's SEMAPHORE of April 1971)

THE BARK PEELER

by DICK BARRETT

RAILPAX ALIAS AMTRACK BECOMES A REALITY

At the stroke of Midnight on Saturday, May 1st, an embattled and determined, but somewhat unprepared National Railroad Passenger Corp. took over most of the passenger service in the U.S. Last ditch attempts by Rail Labor Unions and passenger groups to postpone the implementation of Amtrack had failed earlier in the day. Immediately 176 intercity trains became history as what must be the nation's largest mass discontinuances of service took place. Meanwhile, the promise of a better day was assured as news releases spoke of the better service, equipment and schedules of remaining trains.

Several years ago when we had the big blackout in the Northeast everyone went around asking where were you when the lights went out? Well now, I ask you where were you when the trains went out? I and one other fellow were the only railfans at the Rochester depot as the last eastbound 28-14-62 and the last westbound 61-27-17 passed thru Rochester in the wee hours of the morning of May 1st. These trains, as most of you know, are the remnants of the Twentieth Century Limited and New England States and, as such, were the only trains carrying sleepers and diners between New York and Chicago on the "Scenic Water Level Route" thru Rochester. The westbound train went thru at about 2:10 (one hour late) with nine cars. The eastbound train went thru at about 3:45 (fifteen minutes late) with the following consist: E8A's 4060, 4279 and 4094, Baggage 9191, Sleepercoach 4207, 10-6 Sleeper H. J. Heinz, Lounge 4415, Grill Diner 4566, Coaches 3615 and 2627, and 10-6 Sleeper Keene Valley. As we watched the eastbound train disappear into the distance, we thought we had seen the last of sleeping car service between Chicago and Rochester. Happily we have been proven wrong as service (one train per day each way) has been reinstated by Amtrack for at least six months. Beyond six months, the service will depend on the willingness of the states thru which it passes to pick up two thirds of the deficits. Unfortunately, at this point neither train is scheduled to stop in Rochester or Utica. The train leaves New York City at 8:30 P.M., arriving in Buffalo at 4:45 A.M. and in Chicago at 2:25 P.M. The eastbound train leaves Chicago at 1:10 P.M. and arrives in Buffalo at 12:45 A.M. and New York City at 9:15 A.M.

Looking at the new Amtrack timetable, the first impression I got was that it was put together in a hurry in an effort to have something available for May 1st. Most connecting service, such as bus service from Oakland across the bay to San Francisco, bus service from Flagstaff to the Grand Canyon and bus service between St. Louis and Carbondale, are missing. In addition, there are some rather obvious errors. Also the timetables are crowded together with absolutely no advertising or promotional material for any specific train. Nonetheless, to the average man on the street it will probably appear impressive.

The Rock Island, Southern and Rio Grande have not joined Amtrack, although the Southern Crescent and the California Zephyr are both listed in Amtrack timetables. As a matter of fact, if one looks at the May 1971 issue of the OFFICIAL GUIDE, you will find two different timetables for the California Zephyr. One timetable is listed under Amtrack and the other completely different timetable is listed under the D&RGW.

Among the trains which made their last runs on April 30th were such famous trains as: North Coast Limited, San Francisco Chief, City of Portland, City of Los Angeles, City of San Francisco, Federal, Pocahontas, Wabash Cannon Ball, Western Star, Mainstreeter, and the Capital Limited.

Among the far less known trains discontinued were the mixed trains operated by

railroads joining Amtrack as well as the Buffalo-Harrisburg train, the Butte Special, the Albany to Boston train, and, very unfortunately, the D&H trains north out of Albany to the Canadian border. (Canadian segments of these trains are still running.)

Of interest to Rochesterians is the continuance of service to Toronto. Right now this is the only international rail service operating between the U.S. and a foreign country. Amtrack is operating daily service on all routes, with the following exceptions: Atlanta - New Orleans; Denver - Oakland; New Orleans - Los Angeles; and Seattle - Oakland. These exceptions all have tri-weekly service.

Fares at this point remain unchanged, although Amtrack does have the ability to set its own fares without going thru the ICC.

AN INVITATION TO NEW TRAVEL THRILLS

WHEN FARAWAY PLACES CALL Full enjoyment of your vacation journey depends on the way you go and return. Chances for a successful business trip are enhanced when you meet your prospect relaxed and in top form.

IN THE NEW SOUTHERN BELLE STREAMLINERS the know how of leading designers and builders is combined to assure both Chair Car and Pullman passengers the roomy restful travel no other means of transportation offers.

3,000 HP. DIESEL-ELECTRIC LOCOMOTIVES by Electro-Motive Division, General Motors Corporation are faster, smoother, more powerful, more efficient than any previously built.

ALL-STEEL MAIL-BAGGAGE-DORMITORY CARS by American Car & Foundry Co. have wardrobes, toilet facilities, refrigerators and steam cookers for post office personnel... berths, showers, wardrobes and toilet facilities for dining car crews.

CHAIR CARS by American Car & Foundry Co. feature the scientifically designed "Sleepy Hollow" seat adjustable to any position for real day or night comfort. Other features are spacious lounges, picture windows, individual lighting and ample luggage space.

BEDROOM-ROOMETTE CARS by Pullman-Standard Car Manufacturing Co. have 4 bedrooms and 14 roomettes each. All compartments have wardrobes, toilet facilities, circulating ice water, and temperature controls.

DINERS by American Car & Foundry Co. are divided into three rooms by means of ornamental grilles and portieres to create an intimate, friendly atmosphere. Stainless steel kitchens have every facility for proper storage and preparation of food.

TAVERN-LOUNGE-OBSERVATION CARS by American Car & Foundry Co. afford an ideal place for entertaining travel companions, for a snack, for sightseeing, reading or lounging. A bar of modern design separates the observation and tavern-lounge sections.

RADIO AND WIRE-RECORDED MUSIC by Western Electric Co. is provided in all passenger cars from a master set in the tavern-lounge-observation car. Speakers in all sleeping rooms are individually controlled.

ALUMINUM by Aluminum Company of America is used in all except baggage-mail-dormitory cars to reduce the average weight per car about 8,000 lbs. Besides superstructures of aluminum, the light metal is used for decorative panels, luggage racks, window frames, molding, etc.

MAKE YOUR TRAVEL DATES WITH THE NEW SOUTHERN BELLE - STREAMLINED HOSPITALITY

The above was published in a pamphlet issued just prior to April 3, 1949, when the new Southern Belle went into service between Kansas City and New Orleans. The Southern Belle is, unfortunately, now gone and the Kansas City Southern, which ran it, is now freight only, but let's hope that some day soon Amtrack will have the occasion to publish one or more similar pamphlets extolling the virtues of the new equipment about to be placed into service.

RAILPAX INCORPORATORS SAY "WE CAN DO IT"

Reprinted from RAILWAY AGE, March 8, 1971

Will Railpax be ready to roll on May 1? John P. Olsson, Deputy Under Secretary of Transportation and one of eight Presidentially-appointed incorporators of the National Railroad Passenger Corp., had grave doubts until a few weeks ago. But he has changed his mind.

"When we first assembled at the end of December, there was a universal feeling that we had an impossible task to do in four months," says Olsson. "Now, there's a general feeling that we can do it."

To "do it," the incorporators and their teams of consultants, lawyers and equipment surveyors have been putting in long hours at the corporation's L'Enfant Plaza headquarters in Washington, in meetings with railroad presidents and attorneys, and in visits to railroad properties around the nation. As of last week Railpax still was searching for answers to questions ranging from the relatively simple (a policy on passes) to the complex (working out operating and service contracts with participating carriers).

The optimism of Olsson and other incorporators that Railpax will meet its deadline comes in the face of persistent reports that there will be an extension. A bill was introduced in the last Congress providing for a six-months extension. It got nowhere. It has now been reintroduced as H.R. 709. A bill introduced Feb. 27 by Senator Frank Church (D. - Idaho) to require Railpax to offer service in six states not presently included in the network could also bring about a delay.

Out of interviews with incorporators and others close to the scene, this picture emerges:

WHO WILL JOIN RAILPAX? Twenty of the 22 eligible roads are expected to sign up. One southern and one western road are on the iffy list.

If the arithmetic turns out to be too heavily in Railpax's favor, there could be other holdouts.

WHAT IS THE BIGGEST SINGLE PROBLEM AS OF NOW? Negotiating operating and service contracts with the railroads. Initial meetings have been held by the incorporators with railroad presidents; there have been subsequent meetings between attorneys for the two sides. An agreement is being sought first on general principles; those principles will then be reduced to legal contracts. Discussions are still in the general-principle stage.

The thorniest problem is, of course, arriving at a cost-reimbursement formula ---e.g., how much of track maintenance costs should be pro-rated to Railpax? The incorporators reportedly have asked the railroads to go easy on throwing in fully-allocated costs, at least long enough for Railpax to get on its feet. While sympathetic to the corporations's problems, the railroads are said to fear being put into the position of giving hidden subsidies to the corporation.

WHO WILL RUN THE CORPORATION? Two executive recruitment firms are screening hundreds of candidates for the top 20 jobs at Railpax. For president and chief executive officer, the field has reportedly narrowed down to half a dozen. The pay will be good: around \$100,000 a year, plus deferred compensation and pension benefits. The final figure is negotiable. (While there has been some criticism of salary levels Railpax is reportedly ready to meet, there is a strong feeling among many observers that if Railpax is to become a going concern it must be prepared to pay the price for executive talent that other going concerns pay.)

A railroad man is likely to be brought in as operating vp.

Railpax will have a 15-member board of directors---eight named by the President, including all of the incorporators except Olsson, who will be replaced by the Secretary of Transportation; and seven named by stockholders of the corporation. As common stockholders, participating railroads will name three directors; preferred

stockholders will name four. (Common stock will have a par value of \$10 a share, preferred a par value of \$100. Preferred stock, to be offered in the private market, will have fixed cumulative dividends of \$6 a year.)

WHO WILL RUN THE TRAINS? Railroads will operate the trains under contract with Railpax. Operating employees will work for the railroads, not Railpax—which means that existing seniority rules will apply. It also means that the railroads, not Railpax, will deal with the unions.

HOW MANY JOBS WILL BE CUT? Probably around 15,000—or slightly more than half of the 28,000 existing jobs related to passenger service. The reduction in employees is expected to be proportionate to the 55%-plus reduction in the number of intercity trains.

WHO IS RESPONSIBLE FOR EMPLOYEE PROTECTION? Under terms of the act creating the corporation, railroads must work out employee-protection agreements as a condition to joining Railpax. It is hoped that a national pattern can be established, with common terms applying to all railroads and all unions. Initial discussions have opened. Incorporators emphasize that this is essentially a matter between the railroads and the unions. "Negotiating employee protection is part of the admission fee," notes one.

HOW ABOUT TERMINALS? Railpax sees this as a major problem; as of last week, it was an unresolved one. Not anxious to maintain costly terminals built to serve a busier era, Railpax is looking at alternatives—e.g., constructing smaller stations on the outskirts of cities. As for terminal employees, this also remains to be worked out—they could either stay with the railroads or become Railpax employees.

ARE AIRLINE-TYPE INNOVATIONS PLANNED? Use of American Airlines' computerized national ticket-reservation system (and answering service), on a piggyback basis, is being considered.

American is also studying the possibilities of on-train fast food service like that now provided by its Sky-Chef subsidiary.

Use of airline-type stewardesses on trains is being looked into.

WHY ARE AIRLINES SO EAGER TO WORK WITH RAILPAX? They see the corporation as no real competitive threat—if anything, the airlines would like to give much of their short haul, corridor business to trains and concentrate on the long hauls for which today's new aircraft are better suited.

WHAT ARE EQUIPMENT PLANS? Railpax is expected to purchase most of its equipment from the West and South, very little from the East. Klauder and Associates is presently well along on a survey of available cars and locomotives.

There will be no new equipment for a couple of years (America's lag in designing new passenger equipment is viewed as a major deterrent here), but rehabilitation of equipment will begin soon after May 1.

WHAT HAPPENS IF A RAILROAD NOT JOINING RAILPAX DECIDED TO DISCONTINUE ITS TRAINS WHEN THE PERIOD OF COMPULSORY OPERATION ENDS? Railroads not entering into contracts with the corporation may file discontinuance notices on or after Jan. 1, 1975, whereupon, under terms of the Rail Passenger Service Act of 1970, "the corporation may undertake to initiate passenger train operations between the points served."

WHO WILL PROMOTE RAILPAX SERVICE? The New York firm of Harshe-Rotman & Druck has been retained as P.R. counsel to the quasi-public corporation. Meanwhile, separate talks are going on with advertising agencies competing for an account that will start in a comparatively small way but could rise to around \$4 million a year. ("Before

going heavily into advertising, we want to be sure we have something to advertise," says one incorporator.)

WILL RAILPAX GO AFTER MAIL TRAFFIC? Yes, but on a strictly service competitive basis. There are no plans to use government muscle to divert mail from freight trains to Railpax.

WHAT WILL THE CORPORATION'S FINANCIAL SITUATION BE? Railpax expects to begin life with \$200 million a year in passenger revenues plus whatever accrues from mail and express traffic. (By comparison, the other big quasi-public corporation, Comsat, is a 75-million dollar a year operation.) Realists at L'Enfant Plaza expect Railpax to lose money for several years, but there is a strong feeling that the corporation will eventually operate in the black.

As for capital, Railpax will have a \$40-million government grant, plus an anticipated \$200 million in "entry fees" from railroads (who, in return for common stock, will pay in a portion of their 1969 passenger losses, based on one of several formulas). In addition, Railpax has authority to float \$100 million in government-guaranteed loans.

ISN'T THIS ALL A FIELD DAY FOR LAWYERS? Says one incorporator: It's important to remember that there are 22 railroads that could join this corporation---and I dare say that each has probably a minimum of four lawyers working on the problem. So we're confronted with close to 100 railroad attorneys. We aren't fielding that big a group. But we have some excellent talent in this area."

WHAT DO THE INCORPORATORS GET FOR THEIR TROUBLE? With the exception of DOT's representatives, each gets \$300 per meeting; they have been meeting three to five times a week. Observers do not find these fees out of line with the earning power of the incorporators; they may, in fact, be low. In addition to these meetings, the incorporators have been assigned individual areas of responsibility; most put in long hours at these tasks.

WHAT IS LIKELY TO HAPPEN ON MAY 1? There will be fewer trains, but there will be no discernible improvement in the remaining service. One worry of the incorporators is that the public does not realize this. A main job of the corporation's public relations counsellors will be to let the public know precisely what to expect---and what not to expect---when the corporation takes over.

* * * * *

Railpax might do one thing that no one else has done in 100 years. The corporation announced on March 25th that it will run all of its trains from one depot in Chicago and will close all others. It has not decided yet whether it will use one of the existing depots or build a new one. Union Station is the most likely candidate of the existing depots.

(from Tacoma Chapter's THE TRAIN SHEET of April 1971)

Wyoming like many other parts of the country will be without railroad passenger service after May 1, 1971. A group of residents have proposed, tongue in cheek, a horse-drawn stagecoach line as a replacement. They plan to call it Slowpax. It would supposedly connect Wyoming with the rest of the nation and could make stops at such towns as Bitter Creek, Barrel Springs, Coyote Canyon, Wagon Hound, Medicine Bow, Muddy Gap, Whiskey Gap, Powder River, Pitchfork and Badger Basin.

(from St. Louis Chapter's GATEWAY RAILLETTER of May 1971)

Santa Fe is now installing air conditioning units in locomotive cabs to provide comfort for the crews on the long runs through the desert regions of the Southwest (from Arizona Chapter's DESERT RAILS of April 1971)

NEWS FROM THE NATIONAL - Last year's national convention in Charleston got thorough coverage in the OFFICIAL GUIDE, and the Society is listed among notable organizations in the NEW YORK TIMES ALMANAC for 1971. At the end of last October there were 6597 Society members, representing each of the 50 states, 5 provinces of Canada, and 17 (other) foreign countries. (Canada is such a close and wonderful friend, it's most difficult to consider her a foreign country.)

The NRHS has teamed up with State Bank Travel Tours in Illinois to sponsor an overseas rail travel tour through Scandinavia during the last two weeks of July. It was sold out so fast that we expect they will be encouraged to try it again. If you're interested, the contact is vice president V. Allan Vaughn, 320 Wisconsin Avenue, Oak Park, Illinois 60302.

Many members of the NRHS have had a hand in the DELTA QUEEN and its excursion service in recent years, and the NRHS is sponsoring a Fall Foliage River Rail Ramble to the Upper Mississippi in late October. On Saturday, October 23rd, the excursion leaves Chicago Union Station for a scenic ride to St. Paul on the Milwaukee Road, transferring to the DELTA QUEEN at Lambert Landing. After sailing at dusk, dawn on Sunday finds the DELTA QUEEN in the Lake Pepin area of the Mississippi, with the day being spent cruising this scenic area and Monday being spent exploring the scenic St. Croix. Return to Lambert Landing is scheduled for early Tuesday morning with transfer to St. Paul Union Depot and late afternoon arrival at Chicago Union Station. Full details are also available from V. Allan Vaughn, Vice President - Public Relations 320 Wisconsin Avenue, Oak Park, Illinois 60302.

For steam locomotive fans in Germany, the Chiemsee Ry. in Germany operates an 1887 Kraus-Moffel locomotive-drawn train between Prien and Stock in Bavaria.

The governor of New York and the governor of New Jersey have agreed to force Port of New York Authority to finance construction of high-speed rail lines from Pennsylvania Station in New York City to Kennedy International Airport and from the station to Newark Airport in New Jersey.

Seaboard Coast Line advertises that its Florida trains offer a candlelight dinner with free champagne, bingo, movies, and a folk sing-a-long.

A Norfolk & Western caboose, complete with six bunks, a table and a desk, was the grand prize at the annual costume ball sponsored by the Junior Guild of Davis Memorial Goodwill Industries held on February 27 in Washington, D.C.

Lehigh & Hudson believes that it cannot operate after 1971 and hopes that it can merge with another system rather than abandon.

The Bulgaria Express from Krev, Russia, to Bucharest, Romania, is not all plush. Four berths in each roomette are assigned in rotation, regardless of sex; no heat; canned music which can be turned off; goulash, rice served from a tin pail, milk and brown bread may be purchased from an employee who goes door to door; and hard wooden seats covered with leather with the walls for backs.
(from Lehigh Valley Chapter's LEHIGH LINES of April 1971)

UNCLE SAM DOES IT AGAIN - Now that the Old Post Office has almost been abandoned by the Post Office Department in favor of the new GSA building at Twelfth and Olive, the Department of the Interior designated it as a national historic landmark. In like manner, now that passenger train service has been cut to 3, or was it 4, trains a day (Uncle and the papers can't make up their minds here), the Department of the Interior sited St. Louis Union Station as a rare example of Monumental 19th Century railroad station architecture in designating it as a national historic landmark. The designation of these structures as national historic landmarks was intended to encourage their preservation, but who wants to see a Post Office that doesn't handle mail or a railroad station that doesn't have trains?
(from St. Louis Chapter's GATEWAY RAILLETTER of April 1971)

The Mohawk & Hudson Chapter's THE CALL BOARD is always an excellent news source. Their April 1971 issue was so loaded with material of interest to us all, that this page is entirely lifted from that issue with my thanks to their editor, JOSEPH D. THOMPSON.

GREEN MOUNTAIN * Frank Orr gave us the low down on a stupid situation in Vermont that could have grave implications for the future of steam railfan activities throughout the country. It seems that the State of Vermont had declared Steamtown's Green Mountain R.R. steam locomotive to be a major and intolerable air polluter and is making moises about shutting it down. The problem is that their approach seems to be primarily politically motivated rather than from a rational appraisal of the nature of the pollution. Sure, smoke from a steam engine is an air pollutant of sorts. It's a pretty localized one, with very short-lived effects---probably much less significant per passenger mile than the exhaust from an automobile---but, it's highly visible. The state is trying to crack down on big industrial polluters, but it has a tough time doing this and at the same time taking no action against such an obvious, though inoffensive, polluter as the Green Mountain R.R. There's not much basis for excusing the train, even as a valuable tourist attraction, when you won't excuse an industry which can readily claim equal or greater value to the state. If Vermont shuts down the Green Mountain Line's steam locomotive, it will set a precedent that other states will find hard to ignore.

This is a serious situation. Frank Orr has been doing a tremendous job personally writing letters, telephoning, seeing people, and trying to get them concerned. He would be grateful if you would do the same whenever the opportunity arises. Write to Commissioner R. B. Aiken, M.D.; Dept. of Health; 115 Colchester Avenue; Burlington, Vermont 05401.

FOOD FAIR - Everybody knows it costs more to eat on a train, but on the Metroliner it's cheaper! As one of the experiments on the Metroliner demonstration program, the Dept. of Transportation has made significant cuts in the price of meals on these trains to be tried over the next six months. Metroclub passengers will now be served a full-course dinner on trays at their seats for only \$2.00, lunch for \$1.50, and a full breakfast for \$1.35. See if you can match that in any restaurant in New York! (Previous prices were pretty reasonable already at \$3.50, \$2.50 and \$1.75 respectively, especially considering what good meals you got.) Just in case you're tempted to remark that meals on airlines come at no extra charge, just remember you've paid for them in the price of the ticket---and just try to get a rebate if you're not hungry.

ABOMINABLE SNOW - Speaking of snow, this year's heavy falls created havoc among the railroads in numerous instances, although not in many cases did it succeed in completely blocking a main line for a whole day. Yet such was the fate of the D&H just north of Rouses Point. The northbound Montreal Limited found itself up to here in the stuff early Friday morning, March 5, and bogged down in the drifts to a complete stop. It was Saturday morning before they were able to break it loose. It's single track line through there, so that all trains had to be cancelled on Friday and Saturday. Over 150 passengers on the marooned train were taken off in snowmobiles. On the other side of the coin, we hear that one of Penn Central's Empire Service trains came to the rescue of passengers in a snow-stuck bus.

C&O - N&W: SPLITSVILLE - The announcement was terse and we have no inside dope on it. Merely that on March 18 the presidents of the C&O and the N&W stated they were dropping plans for the oft-delayed merger. In a joint statement they said, "This decision is deemed to be in the best interests of both companies in view of the drastic changes in the Eastern railroad picture since the plan of merger was entered into in 1965."

LITTLE LOST BOX CARS - As if Penn Central didn't have enough trouble, an inevitable outcome of having 277 of their freight cars turn up repainted as LaSalle & Bureau County RR property was that PC was once again the butt of some bad jokes. For example, John Bartley says he saw a brand new PC box car go by the window with a sign scribbled on it: "When empty, return to the LS&BC."

THE 5:28 FOR PARIS

by PHIL KUHL

From April 6 to April 20 I had the great opportunity to visit France and Luxembourg with a group of fellow students and one of my teachers. During this time, I was able to travel about a thousand miles over the French railways, the Parisian subway and express lines, and aboard the trains of Luxembourg.

When I left for Europe, even though I knew better, I was expecting to ride on ancient, wooden equipment creaking along at twenty miles an hour. Although such equipment still exists, you really have to hunt for it. The same goes for steam power. France is almost totally electrified, with diesels filling in the gaps. The same is true for Luxembourg, although there are more diesels. Only in Germany is steam plentiful, and time did not permit me to make a visit there.

My first train ride was from Luxembourg to Paris on the Koblenz-Paris Express. Departure time was scheduled for 5:28 PM and we were at the station about 5:00, but the train arrived twenty minutes late so I had plenty of time to talk to railroaders out on the platform. As soon as they found out that I was American and very interested in their work, they became all smiles, answered all my questions, and asked me about American railroading. In the forty-five minutes I was in the station, five passenger trains arrived and departed. Most of these were trains of diesel or gasoline-powered multiple unit cars. One very interesting series for small MU's is powered by an automobile-size engine and is driven by a clutch/gear arrangement operated exactly like that in a car. The thing sounds like a small Mack truck when it starts up!

The Paris express then pulled into the station. The train consisted of one CFL (Chemins de Fer Luxembourgeois-Luxembourgian Railways) road diesel, one SNCF (Societe National des Chemins de Fer Francais-French Natl. Rys.) baggage car, two DB (Deutsche Bundesbahn-German Federal Railways) second-class coaches, and one DB first-class coach. After half an hour of travel, we arrived at the French frontier. Here SNCF first and second-class coaches were added, as was a Wagons-Lits Gril-Express car. This car would be roughly the same as a Pullman cafeteria car—if you can imagine one. Here, too, our diesel was exchanged for an SNCF electric. This, except for one other engine change, was now the consist of the train.

I was favorably impressed with the equipment on this train. All the cars, except, of course, the diner, were divided into compartments. A second-class compartment seats six: three facing forward and three facing backward. Entry to both first and second-class compartments is gained by sliding doors. All compartments feature individually adjustable heating (steam and electric), lighting and ventilation. The cars are not, as a rule, air conditioned, but the windows open. First class differs from second in that the seats are more comfortable, upholstered in red velvet with white lace doilies, and are less crowded. German cars are more spartan than the French, but they ride better than their Gallic counterparts. German seats recline while the French do not. Actually, a half-empty German second-class compartment can make a pretty fair Sleepercoach room for its three occupants. In my book, the phrase "Deutschland uber alles" certainly applies to the railroads.

My next long-distance train trip was from Paris to Orleans, 70 miles to the south. Please, when you go to Europe, don't make the same mistake that I did. Read your timetable carefully and check with the ticket agent about the train you want to take. I was on the train in the Paris Austerlitz Station waiting for departure. I was sitting in second class when I noticed that my Cook's Timetable said, "Train 11 - First, second, and dining cars Paris-Bordeaux and Paris-La Rochelle. Minimum distance payable in 2nd class, 186 miles." I ended up paying a \$2.00 supplement and was told I could go to first class if I wanted to. On my return trip to Paris, I rode on a local-

express train equipped with the SNCF's newest type of short-distance, second-class cars. These were very similar to the American smooth-side coach. There were no compartments, and the seats in one half of the car faced toward one end of the car with the other half toward the other end. The trains here were completely electrified, using overhead wire, but I didn't learn the voltage.

We took the Paris-Koblenz Express back to Luxembourg to get our flight home. The trip lasted from 8:15 in the morning to 1:02 in the afternoon. In the good old American tradition, they forgot to put the diner on, and we all went hungry. I went camera happy taking pictures of everything along the route in order to use all my film. It was along here that I saw my only steam locomotive. It was a green O-6-OT that was used by an industrial concern. It was dead at the time, and I was unable to get a picture of it as we passed by at 70 miles an hour. The train started out with twelve cars, but when it left Luxembourg it was down to three---two DB second-class cars and a DB first-class car. That was the end of my European train trips.

To close this month's story, here are some tips to be aware of when you travel by train in Europe. (Let's hope it can be soon.)

Keep your ticket. You need it to get off the platform.

Unisex restrooms are at either end of the car. LIBRE or FREI means C'MON IN.

Don't bother to check baggage unless you have a lot.

Bring your own drinking water. You can't get it on the train.

Keep to your compartment when crossing borders. It helps the customs people.

NE PAS SE PENCHER AU DEHORS and NICHT HINTERAUSLEHNEN mean DON'T LEAN OUT THE WINDOW WHEN THE CONDUCTOR IS LOOKING.

No, you can't ride in the cab.

NEXT MONTH: THE FABULOUS PARIS METRO

Editor's Note: I know Phil will be unhappy, but, unless I find my stylus in the next few hours, all those accents, umlauts and cedillas he most carefully included will be left out.

* * * * *

The latest movie star in New England is the ex-Grand Trunk O-6-O #7470, which got a new number, #47, and a Boston & Maine herald for a major part in "A Separate Peace" filmed partially at Rockingham Jct., N.H. Dwight Smith of the 470 Club of Portland owns the old gal and several pieces of rolling stock which were also used in the movie.

Their Newsletter reports that the #47 will be the initial motive power on a new tourist line, the Conway Scenic RR, which is being formed to take over the 6.95 miles of B&M track between Intervale and Conway, N.H. The backers now own the ornate "Russian" depot, enginehouse and most of the other facilities at North Conway, and operations are planned for 1972 or earlier. We wish them all plenty of luck in preserving a fantastic branch line which is up for abandonment by the B&M. (from Augusta Chapter's THE CINDER SNAPPER of April 1971)

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ABSENTEE BALLOT

All regular officers of this Chapter except the Board of Governors shall be elected annually at the May meeting by a majority vote of all eligible members voting in person, by mailed ballot, or by signed proxy. All mailed ballots must be sent to the official Chapter mailing address and must be received in time to be recorded before the start of the May meeting.

No regular officer of the Chapter, except the National Director, shall succeed himself in the same elected office for more than three terms.

No person under 21 years of age shall be eligible to hold an elective office.

Below are the choices of the Nominating Committee for the 1971-72 term of office. However, you are not held to these selections, and it is your responsibility to vote for and/or nominate the person you feel is best suited to each job. Since we are now getting more involved in many activities, it's going to take two people to handle the job that Leon Arras has done so very well for so many years. The office of Secretary is split into Recording and Corresponding Secretary.

While we prefer that all members able to do so attend the May meeting to vote, if you cannot do so, please fill out the ballot below and mail it to:
Election Tellers; Rochester Chapter NRHS; P.O. Box 3091; Rochester, N.Y. 14614.

ABSENTEE BALLOT: Please put a checkmark after the name if you agree with the choice of the Nominating Committee. Otherwise, write in your nominee's name in the blank alongside and it will be considered at the meeting.

PRELIDENT:

Gerald Hott
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FIRST VICE PRESIDENT:

Lewis E. Bracey
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SECOND VICE PRESIDENT:

Richard F. Pearson
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CHAPTER DIRECTOR:

Peter E. Gores
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RECORDING SECRETARY:

Richard C. Barrett
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CORRESPONDING SECRETARY:

Horst A. Bruns
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TREASURER:

Greg Sullivan
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