



BRIDGE LINE HISTORICAL SOCIETY

Post Office Box 13324
Albany, New York 12212



2006 Annual Banquet

Your Bridge Line Historical Society's Annual Banquet will be held on Saturday, October 21, 2006 at Manna's Restaurant & Banquet House (on the location of the former Ballston Spa RR station), 17 Low Street, Ballston Spa, New York; the telephone number is 518-885-1195. Join us for an evening of news, pleasant fellowship, good times, and great memories.

Directions: I-87 (the Northway) to exit 12; west onto Rt. 67 (travel past Curtis Lumber) to Rt. 50 intersection (USA gas station on the left); take right onto Rt. 50 north; travel approximately 1 mile to first four-way traffic light; left at light onto West High Street; first right onto Low Street; Manna's is a 1/2 block on your left.

The banquet will start with a cash bar at 5:00 p.m., a short business meeting (our annual meeting, with elections) at 5:45 p.m., and then the ever-popular buffet at 6:15 p.m. The buffet items will include soup du jour, rolls and butter, mixed greens, Caesar salad, antipasto salad, chicken piccata, seafood newburg over white rice, stuffed shells parmesan, carved roast beef, herb bliss potatoes, green beans almondine, vegetable medley, cheesecake with strawberries, coffee and tea. The banquet price, \$24.00 per person, which includes gratuities.

The after-dinner program presenter will be our own Bill Bibby. Bill will be doing Part II of his D&H memories, and will be including some slides.

2006 BLHS Annual Banquet Reservation

Dinner reservations _____ @ \$24.00 = _____

Name _____

Address _____

Mail this form with your remittance (check or money order made payable to **Bridge Line Historical Society**) to:

BLHS Annual Banquet
c/o Pete Rankin, Treasurer
19 Ridgewood Lane
Scotia, NY 12302-4103

Reservations must be received by October 14; no telephone reservations will be accepted. No refunds after that date. Further information is available from Barbara Bachorz at 518-374-9548.





Bridge Line Historical Society

Bulletin



Volume 16, Number 10

\$3.00

October 2006

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society

bridge-line.org

Fall Annual Banquet - October 21, 6 p.m., Manna's Restaurant, Ballston Spa, NY; program by Bill Bibby.

Spring 2007 Luncheon - May 19, Noon, Brooks' House of Barbecue, Oneonta, NY. Program by Jim Loudon; subject TBA.

BOD meeting: November 10 (at Bat Cave; contact Editor for more information).

Archives meeting: September 22 (at Bat Cave; contact Editor for more information).

Amherst Railway Society

amherstrail.org

Third Tuesday of month exc. Dec/Feb/Jul/Aug at Amherst Mass. Regional Jr. H.S.; 413-436-0242, amherstrail.org.

Boston & Maine RHS

Second Saturday of month, 3:30 p.m., Rogers Hall, Rogers St., Lowell, MA.

D&H Canal Historical Society

canalmuseum.org

No current information.

Empire State Passenger Association

esparail.org

Sep 30 - Schenectady, The Parker Inn

Nov 18 - NYC, location TBA

Jan 20, 2007 - Schenectady, The Parker Inn

Mar 10 - Annual Meeting, Schenectady

FJ&G RR Club

Last Wednesday of each month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS

First Monday of month except Jul - Aug, 7:30 p.m., Little Falls Public Library, Little Falls, NY.

Hudson Valley RRS

Second Monday of month, 7:30 p.m., former NYC RR station, Hyde Park, NY.

Leatherstocking RHS

Third Saturday of month, 5:00 p.m. at Milford, NY C&CV depot; LRHS.com

On the cover: A southbound CP/D&H freight rolls through Oneonta West on August 13, 2006. Photo by Robert K. LaPorte.

Utica & Mohawk Valley NRHS
uticarometrains.org
Programs TBA.

Show Time! (other events)

Through Oct 9 - Empire State Railway Museum Centennial Exhibition (John Fleming Gould, 1906-1996), "The glory of railroading, past, present and future". ESRM, 70 Lower High St., Phoenicia, NY, 11 am - 4 pm weekends and holidays. 845-688-7501, esrm.com

Sep 23 - Summer Lecture series of Cambridge (NY) Hist. Soc.: 11 a.m., **Jim Shaughnessy** discusses the Rutland & Washington RR; 12 noon, **Pat Nestlé** presents a slide show on local railroading from mid-1800's to present.

Oct 1 - Buffalo Falling Leaves Toy Train Meet, sponsored by TTCS, at Hearthstone Manor, 333 Dick Road, Depew, NY.

Nov 4-5 - Kingston Model RR Club Open House, 12 N - 5 p.m.; also Nov. 11-12, Nov. 18-19 and Nov. 25-26.

Dec 9-10 - RIT Model RR Club show, Field House, RIT campus, Rochester, NY.

Area Tourist Railroads

- Adirondack Rwy.
- Berkshire Scenic RR
- Cooperstown & Charlotte Valley Rwy., Milford, NY; LRHS.com
- Delaware & Ulster Rail Ride
- Finger Lakes Railway
- Green Mountain RR, Bellows Falls, VT
- Upper Hudson River RR, North Creek, NY; UHRR.com

CPR Police

If you see dangerous conditions on the property, or need to contact the D&H police for legitimate reasons, the number to call is 800-716-9132. If you have a potential rail customer, D&H/CPR Sales/Marketing can be reached at 518-383-7287. Other numbers:

- Amtrak Police - 800-331-0008
- CSX Police - 800-232-0144
- Pan Am Police - 800-955-9217
- NS Police - 800-453-2530
- VRS Police - (someone please provide!)

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the D&H, we do include material related to other railroads. Under no circumstances are D&H news, pictures or articles excluded from the *Bulletin* to make room for non-D&H material. Non-D&H items are included because (1) many of our readers, in addition to being D&H fans, are also interested in other railroads; (2) if an individual were to subscribe to just one railroad magazine (and we hope it would be this one!),

he or she will appreciate good coverage of other area railroads; (3) CP/SL&H/D&H does not exist in a vacuum and must interact with other railroads; and (4) by including such material, we hope to increase our membership (and keep costs low).

If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us with the details, allowing sufficient time for us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us. Amazingly, we have found that there are groups that refuse to do this!

Bulletin Sales Outlets

The following locations carry the *Bulletin* for sale to the public. If you know of other establishments which you think would be appropriate places for *Bulletin* sales, please have them contact us.

- ☛ Amtrak Albany-Rensselaer station (East Street, Rensselaer, NY)
- ☛ Amtrak Saratoga Springs station (Station Lane, Saratoga Springs, NY)
- ☛ Berkshire Hills Hobby Supply (93 Main Street, Canaan, CT)
- ☛ JP's Trains & Hobbies (277 Troy-Schenectady Road, Latham, NY)
- ☛ Mohawk Valley Railroad (2037 Hamburg Street, Schenectady, NY)
- ☛ Model Trains & Parts (273 State Street, Schenectady, NY)
- ☛ Tucker's Hobbies (8 Bacon Street, Warren, MA)

The Consist

Timetable	2
News and Views	3
Railroad Tech	4
Swap Shop	7
Reminiscing	8
At the Signal	9
Metropolis Monograph	13
Disassembling the Planet	16
Let's Talk It Over	18
Out on the Branch	20
North Country Recollections	23
Good Stuff!	26
Off the Net	27
The Mail Car	28
Media in Review	29
Local Wayfreight	29
Receiving Yard	30
Black Flags	31
Through the Viewfinder	32
In Helper Service	32
Unconvention Report 2006	33
Modeling Matters	35
Industry News	39
Hundreds Turn Out	40
Open Platform Observations	41
Making Tracks	42
Membership application	44



BLHS News and Views

by Barb Bachorz

Annual election

Chris Shepherd is chairman of the Nominating Committee. If anyone wants to run for an officer position or director, he should e-mail Chris (ch952@bfn.org) as soon as possible. It is a mandatory requirement for Officers and Directors to attend at least three (3) meetings each year.

Thanks

Member Tim Hodder arranged for the donation of a dozen or so PC's by the Brown School. The PC's were useable for parts in most cases, and the monitors give us a few more options when sending out systems. Thanks for the work, Tim.

Annual Banquet and meeting

Our annual Banquet and Annual Meeting will be held on Saturday, October 21, 2006 at Manna's Restaurant & Banquet House, 17 Low Street, Ballston Spa, NY.

The banquet will start with a cash bar at 5:00 p.m., a short business meeting (our annual meeting, with elections) at 5:45 p.m., and then the ever-popular buffet at 6:15 p.m. The buffet items are listed on the flyer attached to each issue, and the reservation form is on the flyer.

The after-dinner program presenter will be our own Bill Bibby. Bill will be doing Part II of his D&H memories, including some slides.

Marv Davis Award

Please let Gene Corsale know of your nomination for the Marv Davis Award, which will be presented at this year's Annual Banquet in October. His address is 59 Outlook Ave., Saratoga Springs, NY 12866; tel. 518-584-4715; e-mail address ecorsall@nycap.rr.com.

BOD and Archives meetings

At the last BOD meeting, it was decided to start including the dates of future meetings on the BLHS calendar in case members are interested in attending. The next date for the BOD is November 10; for the Archives, it's September 22. Call Barbara Bachorz (518-374-9548) for location and times.

Congratulations

Congratulations go this month to Gino DiCarlo and his family on the August 14 birth of his third child. This time it was a little exciting for the family, because Gianna DiCarlo decided to make her appearance on I90 on the way to the hospital in her parents' Chevy SUV. (Capital District residents may have seen the story on local telecasts.) Way to go, Gino.

Request for more D&H articles

We would really appreciate more articles on the D&H from the membership and the general public. We also accept non-D&H items, but request that those articles be kept to only a couple of pages at the most. Thank you for your consideration.

Photos also wanted

If you have some current, memorable or historic D&H views, please consider donating or loaning them to the Publications Office.

For cover photos, the photo will need to be cropped (by us) to about a square image, since the front cover photo area is 9 inches by 8.5 inches. If you want to "make the cover", a squared subject is best (and let US do the cropping, please!). For inside photos, take a look; we prefer horizontally-oriented subjects, but we've been known to do some very creative cropping.

We prefer that you send digital images on CD, preferably at the highest optical resolution of your camera. Warning: If you send digital images via e-mail, you will probably opt to use JPG and a fairly low resolution, but if you do, it's quite possible that we will NOT be able to use them. Please send or e-mail TIF files, PDFs, or PSDs, high-resolution JPGs, or even RAW format if necessary, to preserve image integrity.

Sustaining members

Our 2006 sustaining members are: Matt Adams; Roy & Jerolyn Allen; Philip S. Arony; Loren Batchelder; Carl & Lysanne Belke; John Boardman; Sam Botts; Dr. Rodney Brown; John & Maureen Collins; Jim & Elaine Corbett; Ron Crowd; Wally & Monica Day; William Denale; Geoff Dunn; Robert Gangwish; Robert & Nancy Gatland; Tom & Arleen Gillen; James & Patrica Girton; John J. Graham; Richard Hambly; Richard Hooker, Jr.; Fred Hull; Art & Sandy Jackson; Robert Kardas; Ed & Cristina Kennedy; Robert Kolankoski; Bill & Barbara Larkin; Ron Litwin; Warren Martin; Bill McColl; Andy & Joan McCulloch; Jim McFarland; James McGrane, Jr.; Jesse & Sandra Meeker; Bob & Dori Moore; Tom Moran; Donald Morrison; Jack Murphy; David L. Nienke; Chuck & Ilene Perkett; Michael & Kathy

USPS Required Notice

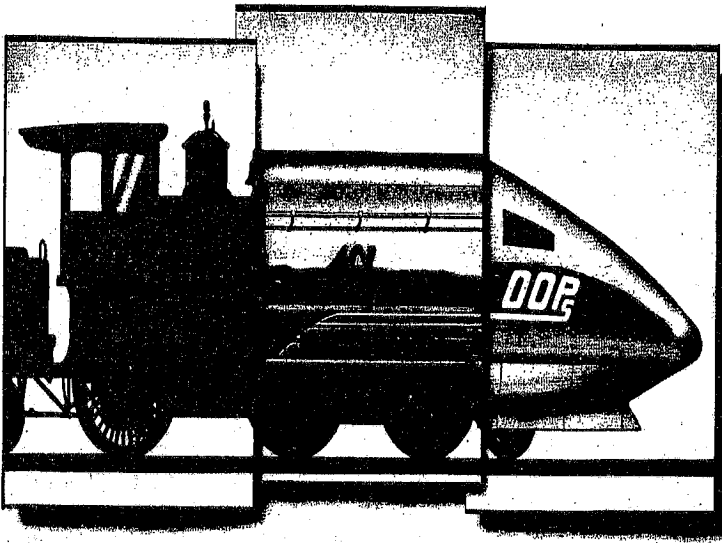
The BLHS has a provisional charter from the Regents of the University of the State of New York, and has 501(c) federal status as a not-for-profit tax-exempt organization. Its newsletter, the *Bulletin*, is sent to its members monthly. Opinions and comments contained herein do not necessarily reflect the views of the members, officers, or directors of the BLHS.

Phelan; Walter Rich; Tim & Rita Richmond; Tony Rudmann; Jack Ruthberg; R. Harris Russo; Robert & Sonia Ryczak; Gerry & Leslie Schulitz; John F. Sherman; Rick & Harriett Shivik; Edward F. Small; Andrew Smith; Ed Street; Baird & Dorothy Voorhis; Stephen Wasby; Richard & Cynthia Wettereau; Tony White; Payson Wild; Rob Willett; Ed Zech; and Al Zubal.

Directors/officers/columnists e-addresses:

Barb Bachorz: bbachorz@yahoo.com
Jim Bachorz: jbachorz@yahoo.com
Doug Barron: dbarron62@aol.com
Bob Bergevin: betsbaskets@aol.com
Tony Bucca: photony@att.net
Jim Corbett: jimcorbett@prodigy.net
Gene Corsale: ecorsall@nycap.rr.com
Joe Durham: jdalco@vermontel.net
Bill Kozel: madogbill@yahoo.com
Bob Lowe: rlowe@rbssc.org
Tom McEntee: railfan.thomas@worldnet.att.net
John Milczarek: president@bridge-line.org
Bob Moore: dmoore4@rochester.rr.com
Jim Odell: jeodell@earthlink.net
Frank Peragine: fperagine@cs.com
Pete Rankin: prankin132@hotmail.com
Dave Roberts: robertsrs36@yahoo.com
Eric Schadow: u23b_2311@yahoo.com
Gary Schermerhorn: bluemac@mhonline.net
John Shaw: jashaw@birch.net
Dick Silber: hocustom@aol.com
Rev. Walter Smith: revwf@northnet.org
Dean Splittgerber: dsplittgerber_railfan@yahoo.com
Steve Wagner: swagner@law.harvard.edu
Scott Whitney: sjwhitney@adelphia.net





Railroad Tech

by *Frank Peragine*

Introduction

For most railroads, today's Class I's especially, the key to making big profits is very simple. Just reduce the number of main lines on the railroad, and run as few trains as possible, with each one carrying the maximum possible load, using lots and lots of high-capacity cars. Expenses go way down, and profits go way up. This is hard to do for many practical reasons, but it is actually a pretty good functional model for the rail industry and we see it often in industry developments. For example, there is that tendency to reduce the number of mainlines by merging roads and putting all the traffic between two places on one main. Recently, there has been evidence that management has gone too far so the railroads must add new track on some of these routes due to increased traffic. But, no doubt about it, trains are getting longer and longer, and the cars get heavier and heavier. To handle the load, new, more powerful locomotives are needed, track, along with the cars, must be made tougher, and signaling and traffic control must be improved.

This month we will look in general and then in some detail at how the railroad industry stimulates and carries out the development of new technology. We will be looking specifically at the issue of running heavier freight cars, an interesting and ongoing project. Many of the things that have to be done are obvious, but others are pretty advanced. They show how precise design and thorough testing must be performed to get the best performance from components, in this month's case a simple wheelset, just one of many, many details that designers have to study and know about. Years ago, the wheels were maybe cast and the axles were forged, the wheels pressed on, a few manual measurements

made, and then a visual inspection made. Now testing is so stringent that computers have to do it and probably control much of the manufacturing and design work as well.

I have written about some of these things before, but it is probably time to revisit them. Increased railroad traffic levels, mostly coal and intermodal - neither of which sound like they are going to decrease any time

soon - have made applications of technology more important than ever in the rail industry.

TTCI

OK, so high technology is needed to develop safe and efficient high capacity railroads. Great, you say, there are lots of companies out there to do the development work and with such a big and growing rail business that is increasingly profitable, it sounds like it should be easy. This is correct, but we have to remember that the railroad system in this country is, ummh, well, a system, so it all has to work together. For example, no sense if CSX ships a trainload of Tropicana orange juice to New Jersey, but it all spoils before the train arrives, or the train won't fit through a tunnel or is too heavy for a bridge. Those orange juice trains - now they are part of a real system, well proven over the years, providing fresh orange juice to thousands of people each day for breakfast! Actually, something to be proud of! The North American railroad system forms the largest, heaviest duty rail network in the world.

There is an institution in the rail industry that seems to get everyone - the two principal players being government and industry - working together towards the same goals. Consider the Transportation Technology Center, Inc. (TTCI), a subsidiary of the Association of American Railroads (AAR), and a source of a lot of the detailed scientific study and technical developments in the industry.

TTCI's beginning was way back in 1971, under the name High Speed Ground Test Center and today operates under contract to the Federal Railway Administration (FRA) and the US Department of Transportation (USDOT). TTCI originated as an

organization investigating true new technology stuff (like tracked air cushion vehicles and magnetically propelled single rail vehicles), but transitioned to conventional rail-roading. My guess is that there was some involvement in early Metroliner development and during the Penn Central era it was probably clear to everyone that there was a real need for improvements in the conventional rail industry. TTCI has been around in some shape or form all these years, with various names, and has contributed a lot, but doesn't seem to get a lot of publicity; the products developed through its research efforts are the ones that make the news and get the ads in the magazines.

The fifty-plus acre site just east of Pueblo, CO used by TTCI is owned by TTCI, but is operated entirely by TTCI. The site is full of railroad design labs, offices, and test and maintenance facilities, along with 48 miles of test track - the place where new developments, for example, many of Amtrak's cars and locomotives, beginning with the Metroliner and including Acela, were tested. On the web, I came across a technical group size of about 250 people at TTCI, probably with lots of support help.

TTCI works closely with its partners, state and federal government agencies, the railroads, and the nation's railroad suppliers, who are all interested in safe, economical, and efficient new products. TTCI also works with academic institutions like MIT, Texas A&M, and the U of Illinois, and it works with Railinc, another AAR subsidiary, involved in things like communications and data basing work for the rail industry. Suffice it to say, overseas railroad developments are a great source of information and help to TTCI also; despite detail differences on foreign railroads, many principles are the same and the level of technical expertise is quite high overseas. There have been studies performed with India, France, the United Kingdom, Australia, and Mauritania, among others.

All in all, the TTCI setup sounds like a good approach for getting the railroads, government, and the suppliers playing to the same sheet of music, with the additional advantage of providing a mechanism for solid technical background work. In potentially nasty areas, like hazardous chemical transport in tank cars, to name one ongoing, red-hot item, just keeping everyone focused and working together is a pretty darn good accomplishment.

Central organizations like the AAR, the FRA, and USDOT set standards for new projects and the suppliers, who play a large part contributing to the standards and designs, offer competing products on the open market. Since the products from the differ-

ent suppliers compete with each other, quality stays high and prices remain reasonable. These giant conglomerations of organizations with experts from executives to researchers to product developers, operate in most high tech development fields, for example, computers, the internet, cellular telephony, HDTV, and aerospace, just to name a very few; it's a long, long list. Things get mighty complicated in the high tech world and no one has all the good ideas or all the right answers. The whole process - from start to finish - involves lots of meetings, lots of documents, and often, lots of sweat and time to drive out all the bugs and problems.

TTCI makes a big point of using everything possible in modern technology to do its job; to name just a few, they use computers and microprocessors, laser technology, and GPS. It is clear that the rail industry is so big and so complicated that only high technology can solve most of the problems. My impression is that the industry really wants cars, locomotives, trains, and everything else tested and inspected when in service, rather than during periodic maintenance; you prevent wrecks this way. The industry has to treat heavy trains and fast trains with equal attention, and generally it wants long system lifetime and good reliability, plus safety, out on the road. These needs immediately make things very, very complicated.

TTCI works closely with the suppliers and its academic contacts to do its job, studying the issues, designing and coming up with prototypes. Prototypes can be evaluated on site in Colorado, and once a system has been perfected, it can be moved out to the real world for final evaluation.

For example, Norfolk Southern and Union Pacific have been involved with heavier freight car tests on sections of their roads. Once the development is well under way and prototypes of cars are built and right-of-way brought up to spec, complete routes are designated for field-testing. For example, a heavyweight train from a Powder River mine to a generating station back East. Such a route is no simple thing to implement. You need heavier cars, with all their details, of course, but you also need track and bridges that can handle the increased load, signal blocks that have been lengthened to accommodate, perhaps, the heavier trains (or faster trains) that need more distance to stop, more powerful locomotives, and so on.

It is very important to note that TTCI's activities go well beyond the heavy-duty meat and potato activities that improve the railroad's bottom line. TTCI is also involved with safety and other human issues, both for the public and the railroad em-

ployees. The railroad industry is smart enough to know that it needs public and rail labor union support. The railroads are constantly pressured by various government agencies about things like highway crossing safety and wrecks, which can kill or injure and cause residential and environmental damage. The railroad industry has a lot of data that seems to indicate improvement over the past few years in overall safety, highway crossing accidents, and wreck incidents, but is still sensitive to public and government requests for action. Things like a large gap between a passenger car door and a station platform, a recent New York City area issue, have a way of making the national TV news. Plenty of things go on behind the scenes at TTCI, however. Besides things like straightforward sounding improved crossing signals, extremely complicated control systems like Positive Train Control and GPS signaling are examples of things which seldom make the news but which TTCI works on to improve safety for everybody.

HAL

Getting back to those meat and potato activities, TTCI is heavily involved with developments that improve financial return to the railroads. A good example is the implementation of the Heavy Axle Loading (HAL) program, which has been around since 1988. The HAL name just refers back to that same old basic item, increasing the load carrying capability of freight cars. Railroads are now allowed to operate 100-ton cars with a Gross Rail Load (GRL) of 286,000 pounds (and 36-inch wheels), up from 263,000 pounds (with 33-inch wheels). Here the 100-ton number is the CAPY, the nominal car capacity. GRL is essentially the weight of the empty car, the LT WT [light weight], plus the maximum allowable load, the LD LMT [load limit]. HAL projects have apparently been around for a few years as, GRL inches up, up, up, and it never wants to stop!

A search of my 1986 Railway Equipment Register revealed a large roster of Detroit Edison 125-ton coal cars back then, with unit trains working from Pennsylvania mines to Michigan. The current HAL goal is 315,000 pounds GRL (38-inch wheels), which is again a 125-ton load. The difference is, instead of one or two Detroit Edison unit trains per week back in 1986, today it might be many more trains like this per day on many and longer routes. Increasing train weight like this is not simple. The whole package - car, wheel, and bearing design, bridges, rail, track, locomotives, and on and on - must be considered before such a thing can be accepted. Incidentally, car builders and repairers

translate all this weight stuff into AAR axle and wheel specs and tend to talk in terms of per-axle weight loadings, rather than GRL. Myself, I just buy Proto2000 wheelsets for my HO cars at the hobby shop.

In recent years HAL has been combined with FAST, a group of TTCI projects associated with train speed, another important railroad issue due to heavy intermodal traffic. Incidentally, here FAST does mean fast, but officially stands for Facility for Accelerated Service Testing. The reason for combining HAL and FAST is that those heavier trains have to move fast. There really isn't too much progress if the trains are heavier and as a result have to move slower; those slow trains tend to plug the mains. As western roads have found, mains that have to handle loaded and empty unit coal and grain trains, plus intermodal, plus everything else, tend to get loaded fast.

FAST is a tough business because if you move a heavy train fast, you have to be able to stop it, too. And, as we looked at before, heavy and fast trains can cause all kinds of trouble on track - concrete ties included. FAST is concerned a lot with all those wheel, rail, track, right-of-way, and bridge details; it worries whether better rail welding techniques must be adopted and whether turnout designs should be re-evaluated. No surprise but FAST has an HTL (High Tonnage Loop) set-up in Colorado for testing, specially designed with features like a tight curve to intentionally introduce stress. Commuter cars and locos and SD70ACe's, among many others, apparently have done their time on the HTL.

We modelers, by the way, need not worry about any of this. Load levels like 315,000 pounds, probably directed at things like unit coal and grain trains and intermodal, will probably not be implemented everywhere and that little short line or branch line we tend to model, and which serves just a few small on-line industries, will probably not be affected.

If they do insist on running the heavier cars, modelers will have an easy job of stepping up to them. The cars may be a bit larger physically and be equipped with 38 inch wheels, which Intermountain, incidentally, already seems to have listed in their catalog. No need to check anything else; the model cars will meet the NMRA clearance and coupler height requirements.

Axles, rails, and lasers

Let's look at some HAL-related design and testing details. A problem with the HAL effort in the past several years has apparently been too many derailments due to broken axles, even at the 263,000 lb. level, and with the 315,000 lb. level com-

ing along. This detail, reported in the June 2006 issue of *Railway Age*, illustrates how the rail industry must make improvements but still carefully monitor performance of the new developments. A paper I came across on the web, out of Standard Steel, in Burnham, PA, is a few years old and shows data from the 1990's that indicates a smaller axle failure rate of maybe a half dozen per year, with most wheel set failures occurring at the bearings. So apparently, perhaps due to more of the heavier cars on the road or just heavier traffic during the current heavy rail traffic economy, things have taken a turn for the worse. The increased axle failure rate is the kind of thing that TTCI has to jump on; the cause may be a disastrous issue no one has thought about yet.

In a freight truck, the roller bearings fit into the truck sideframes, and the weight of the car is transmitted to the wheels. Exaggerating things, the wheels and the axles feel the weight and they sort of sag under the stress. Think of the wheels starting to tilt inward from the top and the axle starting to sag in the middle. This axle sag is very bad news, since the stress along the axle tends to reverse from compression to stretching as the wheels turn and the axle rotates. If an axle is defective or damaged, things get worse over time, since the metal fatigues and the axle breaks.

Axles must be inspected at the time of manufacture, but it is also possible for axles to be damaged out on the road, say by a derailment, the car hitting something, or a brake system problem causing damage. A small problem can rapidly fatigue into a much bigger one, so it is desirable to develop a sensitive test system that can be used out on the road or at maintenance shops.

It is easy to analyze axle, wheel, or bearing problems in the lab, but TTCI has concentrated on using advanced technology in trackside test systems to monitor production lines and in-service cars. They don't want to connect anything to the cars – again, the goal is to test the cars, say in a loaded unit coal train, as they roll by. Lasers and acoustics are the common test techniques being explored. Lasers are extremely interesting because they can generate large amounts of optical power in very short periods of time. The light, most often in the form of pulses, can be steered, focused, and detected easily, with all of this easily interfacing to computers to analyze data. Sophisticated computer processing can make the tests very sensitive, capable of detecting small defects early in the game.

The basis of using light for the axle testing is called thermoelastic generation of ultrasonic waves. Before you go out and

change hobbies after reading this, I'll explain it; it's actually pretty simple. Use a laser to generate a high power short time duration pulse, with say, thousands of watts of optical energy delivered over a period of, say, microseconds (millionths of a second). The beam hits the axle, which is not shiny, so that most of the optical energy is absorbed by the axle instead of being reflected from it. The sudden shot of light is converted into heat as it smacks into the atomic structure of the axle, and a shock wave is launched in the axle. That sudden blast of heat causes elastic deformation of the atomic structure of the axle, which spreads at an ultrasonic rate, that is, faster than sound. If you don't go along with my light explanation, think of using a gun to shoot the axle with a small, high speed, soft lead bullet. The bullet hits the axle and sends out shock waves along it, which can be monitored. Energy is energy, carried by light or by a bullet. In either case, it is probably a nice feature that the axle does not have to be cleaned for these tests to yield accurate results; the light (or your bullet) plows through all the crud on the axle surface.

A sonic sensor, sort of a microphone, can be used to detect this disturbance, called a surface acoustic wave, and has the advantage of not needing contact with the axle. The goal can be, for example, to hit the axle with the light pulse near its center and detect the disturbance next to each wheel. The two detected pulses may differ if one of them has to travel through an axle defect; the defect reflects part of the sonic pulse so the detected pattern through it changes. A computer can easily sort out the detected patterns and decide if a defect is present in either one. To test the entire axle as it rotates, an array of reflectors for the incoming laser light and an array of sensors are distributed along the track. Things do get a bit more complicated because a sonic wave may move along the surface of the axle and another one may move below the surface, maybe at different speeds, and the computer has to sort them out. No wonder that TTCI likes to have academic consultants available to help explore tough math and physics problems like these!

HAL causes problems with the wheel sets but also with the rails. Recent developments indicate that some of these same optical techniques can also be applied to detecting rail defects, again, not only for factory testing but also out on the road. Potentially, smaller rail defects, cracks or bad welds, for example, can be detected before they enlarge and cause problems. Earlier rail testing techniques circulated a current in rails and monitored the resulting magnetic field to assess rail condition.

This has worked well, but may not be sensitive enough. Again, in the optical system, the computer will sort out patterns caused by defects as the test vehicle moves along the rails.

We have taken a long look at TTCI and technology this month. I've had to leave a lot out, but at least now we know that the rail industry is well versed in technology and seems to be handling the job well. This is what makes it all so interesting – technology plus trains – wow. These days, we railfans can proudly stand up and brag to the other geeks we know about how high tech solutions are being used to solve tough problems in the rail industry.

[Those Detroit Edison heavyweight (315,000 LD LMT) steel coal hoppers are apparently restricted as to route. According to what we've seen on unconvensions, they leave the Powder River via Gillette, WY and head northwest on the former CB&Q line to just east of Billings, MT. There, they are routed east over the former NP main, and follow that east through southeastern Montana and probably use the NP into North Dakota and into Minnesota. After that, I'm not sure of the routing.]

We've also seen Detroit Edison coal trains on the BNSF Sand Hills Sub in Nebraska, but those were aluminum gons. I wonder if the big steel bruisers have an alternate route utilizing the former Milwaukee main through the Dakotas. That would mean entering the Milwaukee east of Miles City, MT, at the modern west end of the former Milwaukee Route. Since the CMSP&P main was built later than the NP main, it likely was built to higher standards; I know it had superior grades. It might also have the higher load limits necessary for the hulking coal-hauling monsters. I'll have to closely check my photos of those lines.

The failure of the Milwaukee wasn't due to low tech. Its bridges and causeways, etc. were built early in the 20th century, and the railroad took full advantage of the newer technology then in use to build the route. The electrified sections were another example, but they were separated, and the costs of changing engines, etc., eventually took its toll. The Milwaukee's main problem, though, was that it passed through areas of little population for much of its length, and thus had relatively little on-line traffic. Tech didn't help.

I remember standing alongside John Bartley at a small station on the former Milwaukee main in North Dakota a couple of years ago. He remarked that it seemed hard to envision the Hiawathas rolling through such sparse (population and business-wise) territory. I had to agree....[JB]

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Swap Shop

by Robert A. Moore

The rules: All members may submit ads. Ads are due at least two days before the first Saturday of the month. Your ad will run for three successive months, or until you inform this columnist that your ad has been successful, or that you've given up! And remember, send your ad or notice to cease to the street address or e-mail address below. **Do not send Swap Shop ads to the Publications Office!** We will do our best to honor any special requests.

The Address

BLHS Swap Shop
c/o Robert A. Moore
900 Middle Road
Rush, NY 14543

e-mail: dmoore4@rochester.rr.com

As the world cools off

The weather seems to be getting back to normal, or perhaps a bit cooler than normal. Business here at the Swap Shop is picking up a bit. Must be folks are heading back to their attics and basements and thinking about rounding up some holiday cash by thinning their rail-related collections. Check this month's ads carefully. You may find the bargain of the year.

Our monthly reminder

Don't forget to include complete contact information in your ad. Some members who may be interested in your goodies do not have e-mail service. If you include telephone and snail mail contact information, everyone will have the same opportunity to respond to your ad.

For sale: Large accumulation of *Trains* magazine (45 years), *Model Railroader* (40 yrs), *Craftsman* (30 yrs), *Railfan* and predecessors. Also various employee magazines. Will bargain on price, shipping extra. Charlie Klimek, 479 Schnackenberg Road, Ghent, NY 12075, tel: 518-672-4713; e-mail chask94@aol.com (1006)

For sale: Atlas (Kato) RS11 #8180 and 8181, both D&H LS road numbers 5001 and 5005, slightly used with Kadees, \$45 each. Atlas (Kato) C424 #8059, D&H 451, \$45. Stewart #6217, 6221, C628's from original run, NIB, never run, D&H LS, \$45 each. Atlas U33C #8513-8514-8515, D&H 754-760-762, slightly used, 754 missing one front handrail, original box W/O original packing, sat mostly on shelf and not run, \$50 each, \$45 for #754. Atlas U23B's from original run, never out of box, #8658-8659-(2) 8660, D&H 2310-2316 (2) no number, \$50 each. Proto 2000 PA's 16 and 18, slightly used, sat mostly on shelf, OB, Kadees, \$50 each. Proto 2000 FA2 Alco demo scheme, #8324-8325, road numbers 1600A and 1600D, used, OB, Kadees, \$45 each. All prices plus P&H, insurance. Geoff Ross, RR#3 Box 219, Susquehanna, PA 18847 (not a PO Box; this is a street address); tel. 570-727-3586, e-mail geofross@yahoo.com (1006)

For sale: Limited run of only 100 RTR 4-packs of HO scale D&H white Laurentian Herald PS-1 boxcars manufactured by Intermountain for IM-Ports, LLC. Kadee couplers, boxcar red, four different cars numbers, researched with the help of fellow BLHS members. Four packs \$94.95, single car \$25.95, both plus S&H. MN residents add 6.5% sales tax. Order by e-mail, phone or mail. Mike Mayer, IM-Ports LLC, 16571 Iredale Ct, Lakeville, MN 55044-4511; tel. 952-892-6265, e-mail im_ports@hotmail.com; web site im-ports.com (0906)

For sale: HO scale, Penn Central locomotives from private collection, never used; GP38, master series with DCC, two numbers, \$95 each; U23B, classic series, two numbers, \$75 each; C425, classic series, two numbers, \$75 each. Ralph Notaristefano, 3 Jay Ct, Northport, NY 11768; tel. 631-757-3087 eves. and weekends (0906)

For sale: White Maine Central 50-ft. boxcar with Pan Am logo, manufactured by Athearn in 2004. Rob Kardas, 8368 Hidden Hills Dr., Las Vegas, NV 89123; e-mail robsterlockdude@yahoo.com (0906)

Wanted: Photos, negatives, slides and related paperwork of D&H railroad activity in the town of Ticonderoga, NY. Info needed for historical web site. Willing to pay reasonable prices. Mark Wright, 230 Springloch Rd, Silver Spring, MD 20904; tel. 310-622-1914, e-mail hall5742@yahoo.com (0906)

For sale: D&H Annual Reports for 1942, 1943, 1944, 1945, 1946, 1949, 1951, 1953, 1961, 1962, 1963, 1965, 1966, 1967; \$5 each ppd; 1947, \$8.00 ppd. All of Annual Reports together, \$65 ppd. Atlas HO scale locomotives, barely used: U33C, model 8542, NJDOT, road #3364; U33C, model 8548, NJDOT, road #3371; U33C, model 8544, Guilford (D&H), road #650; U33C, model 8500, undec (2); \$45 each ppd, all five U33C's \$200 ppd, insurance extra. Gem B&M R1-d 4-8-2, used, \$300 ppd + ins.; AHM B&M R1-d 4-8-2 (no smoke deflectors), used, \$200 ppd + ins. Peter H. Grant, tel. 910-270-1579, e-mail pghgrant@aol.com (0906)

For sale: Atlas HO scale D&H RS11's, early run, made by Kato. Correct fuel tank painted gray with gray trucks. Equipped with NEC DA-SR DCC decoders and "golden white" LED headlights. Two available, road nos. 5001 and 5005; used, but running just fine right now. \$85 each, both for \$150; P&H to be negotiated. Bob Moore, contact info at top of column. (0906)

For sale: Nickel Plate Products unpainted (new) brass model of D&H center cupola wood caboose, \$165. Lionel D&H flat car with vans (6-9226), \$18. ConCor D&H coach model (H710D), \$12. All prices plus postage and insurance. Edward J. Ross, P.O. Box 96, Bedford Hills, NY 10507, tel 914-241-1614; e-mail ejross@verizon.net (0706)

Still available: *Rails Along the Kaydeross* by David T. Nestlé, his last book. \$25 includes postage; NY residents please add sales tax. Patricia M. Nestlé, 311 Ray Road, Greenwich, NY 12834; tel: 518-692-2867, e-mail pnestle@capital.net (0406)

Thanks for the memory

Dori and I recently returned from a weekend in the capital district of New York State where we attended a picnic hosted by Barb and Jim, specifically for columnists who write for this august publication. Thanks to the Bachorz hospitality, we were able to connect a few more faces with the names that appear each month attached to the column headings. We also enjoyed some fine food and rather questionable weather. This seems to be the plight of most of the Northeast at the moment.

Thanks Barb and Jim, we had a great time.

(continued on page 40)



Reminiscing

by Rev. Walter F. Smith

Blue diesels, blue Berkshire drizzle

On June 7 at 0900, we departed our motel in Wells, Maine to drive to Lee, Massachusetts for the rest of our week's vacation. When we had visited my brother Phil and his wife Kathy after the Springfield train show in the winter, I had observed that I'd like to come back to the Berkshires and do some serious train spotting along CSX between Springfield and Pittsfield. Phil is not a "foamer" (slang for hard core fan), but he likes trains and knows a lot about them. We planned a day later in the week to check out action on the "Albany" (Boston & Albany). Our Dad, who spent most of his railroading career working stations on this line, was certainly with us in spirit!

On our way to Lee, Betty and I followed the Guilford freight main, and even checked out Andover Street Yard in Lawrence and the Willows east of Ayer. We had no luck at all with trains. As we entered McD's in Ayer to get coffee, something went east, but we were not in a place to see it. Through Shirley, Fitchburg, and Gardner we saw nothing. After a stop in West Brookfield, where my parents are buried, our train luck changed.

A westbound manifest roared past the old West Brookfield depot, another place where Dad had worked. The depot was for a time the senior center, but now the seniors have a new place across the street, and there were so many dump trucks parked around the old station you almost couldn't see it!

In Palmer, we had a snack sitting in the yard of the Steaming Tender Restaurant, the old Palmer Station. This place is receiving rave reviews, and if we had been there at a different time would certainly have sampled the menu. As we munched on crackers, the Massachusetts Central transfer move to CSX came past with two GP's and four empty covered hoppers. The lead geep had been painted in a new

basically white scheme, with the trailing unit in blue and gray.

As I looked up the track to the east, I could see an approaching light. It turned out to be the Boston section of the *Lake Shore Limited*, with Amtrak #2 in the lead, followed by one of those baggage cars with rollup doors that say United States Mail at the end of the name board. This was followed by two Amfleet coaches and a cafe car. To my surprise, he came

to a stop!

The double track ends here, and the power switch was open for the siding. My camera was poised for the eastbound I was sure would be next. In five minutes, a high rail truck came east and into the siding, and with a snort of disdain Amtrak left for Springfield. We were accustomed to having freights stab Amtrak trains, but an MOW truck was a new one for me!

It began to pour again as we entered the Mass Pike, intending to drive around Springfield to Westfield and from there on U.S. Route 20 to Lee. As we neared Russell, I could see the westbound *Lake Shore* stopped in the woods by the Westfield River. We had actually caught up with him! A few minutes later, a long manifest rolled east.

At Lee we found my brother, excited by the traffic gains being made by the Housatonic. Trains of a dozen cars a few years ago now have forty, fifty, and more. Our last day in Lee, the train for Pittsfield had three units.

Phil has recently been hired as Director of the Lee Chamber of Commerce. He had to work on Friday, so Thursday would be our train-watching day. At 1030 hours that morning, another wet and dark one, we pulled up across the track from the Chester Station Museum. A train was coming up the hill, a long manifest, but a cut of nine gondolas on a team track blocked our view, and we missed the power. This train had many high-sided hoppers, which are probably hauling trash and waste. Moving on toward Russell, we met yet another westbound manifest with two CSX MAC's, and again many cars of trash, some of it in containers. CSX is becoming the trash man of New England!

Phil had some back roads he wanted to try, some of which might bring us closer to the track. Some of these did bring us to interesting places. In one location, a CSX MOW crew was working on a small wood-

en bridge. But in this "rain forest" year, the track could be thirty feet away and you might not be able to see it. The scanner crackled a good deal and I wondered what we might be missing. It was close to lunch time, and we took sandwiches out of a lunchroom in Chester and ate them using the benches by the museum.

Much hard work has gone into this project. Some old rolling stock is in the exhibit, including a B&O bay window caboose that is used for a snack bar, a couple of old B&M outside braced boxcars, and a truly superb NYC wooden caboose. This looks Rutland enough to belong in the yard of our Depot Museum in Lisbon, NY. Is it a sin to covet your neighbor's caboose?

As we ate our lunch the rain intensified, and a single CSX GP40-2 came west light and picked up the nine gondolas from the team track.

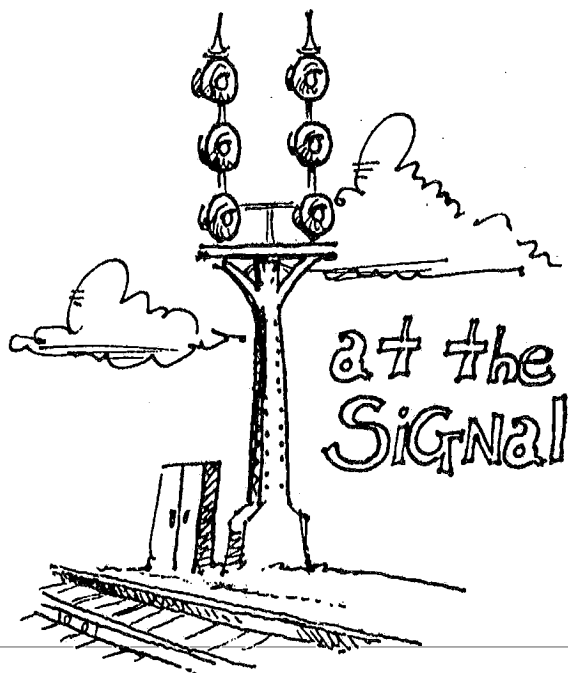
One of our objectives for the day was to see at least some of the famous Whistler stone arch bridges on this line, some still in use and some bypassed long ago. Phil is an experienced hiker, while my walking usually consists of a stroll from my office to the local hospital a few hundred feet away. It was also pouring, and my footwear was Walmart sneakers, while he wore hiking boots. He did find a couple of ponchos in the back of his truck and we set out, up hill and down dale, frequently wading through little freshets or hopping stones across large puddles.

In a few places on the sides of slippery hills, trees proved to be life-saving hand-grabs. Perhaps two miles in, we crossed a Park Service bridge, climbed the side of a hill on an almost non-existent trail, and were actually on one of the arches! Across the way, a steel bridge carried CSX. All the way in, which must have taken forty or more minutes, we had heard no trains. Signs said that one more arch was still ahead, but the "weekend warrior" had tested himself enough. We turned back, my sneakers sloshing.

Within sight of Phil's truck, we could hear a train coming down the grade. The foliage was so thick that we had walked by one of the arches still in use and not seen it. Two large CSX units rolled across the arch with a long manifest tied on behind, 21st century locomotives crossing an early 19th century stone arch. Here's to you, Mr. Whistler! Phil said we had walked over three miles.

To an "Albany" fan, the name Middlefield is magic. Bob Buck's black and whites of B&A Berkshires on the twin ledges there I have always considered among the finest railroad pictures I've ever seen. Using back roads with a heavy

(continued on page 25)



by Gary R. Schermerhorn

A breath of fresh air

I don't want to keep repeating the obvious, but it's been a tough summer for any carefree train photography. First, there is the "weather pattern from hell" with its earlier daily deluge of tropical rains followed by an extended period of blast furnace heat and stifling humidity. Adding into the problem are the high fuel prices, which have made flying for a vacation an expensive proposition, and driving any great distance is more of a pinch to your wallet. A new wave of terrorism plots in the news again turned up the paranoia factor. If you are trackside, being seen by the average Joe with a trigger-happy cell phone means he or she will call in the cavalry, because he or she saw a tripod.

At least by the start of August, residents of the Northeast got a much-needed cool breeze of relief from Canada when a high pressure system finally built in from the north and pushed the brutal steam heat to the south.

During this window of "refreshment", I wisely made the choice to get trackside and take advantage of the lower humidity and crisp air masses for photography along our beloved D&H. Operations this summer continue to be colorful, busy and interesting now that the flood damage has been repaired and NS trains 930/931 have been reinstated between Montreal and Binghamton. Joining the fun as of this writing are a pair of "new" CN trains between Montreal and Kenwood Yard in Albany; 935/936 began running in mid-August. These CSX/CN freights (based out of Selkirk Yard) are temporary detour trains (CSX

Q620/ Q621) until heavy track work can be completed on the CSX branch line from Syracuse to Massena. There are rumors of possible permanent assignment of these freights over the shorter D&H routing in the future. More on that later.

On two consecutive Saturdays, I made the all day journey south from the Capital District towards Binghamton along the scenic A&S Line. Neither Saturday went as planned, as the always-fickle freight operations on today's CP/D&H put holes the size of cannonballs in my best-laid photogenic intentions. Somehow, it just wouldn't feel the same if everything went according to plan. This is the kind of "tough love" that the diligent railfan tribe has grown accustomed to while in the field. Bumps in the road are just part of the game if you want to play

for that winning shot. The rewards do come, however, if you are well schooled in the important virtues of patience, persistence and "gut hunches". But it is still tough to get that unexpected kick in the face from a bad streak of timing. All in all, if you practice this hobby long enough, you will find it all works out in a weird sorta way in the long haul.

Those "HA" sun blues

My first Saturday trip was on the stunningly beautiful morning of 8-5-06, the first crystal-clear, low humidity day of its kind I could remember in over two months. I was rewarded with an early morning NS train 931 surmounting Richmondville Hill; I doubled back to Cobleskill to lens it passing the old D&H Coal Company building near MP 517 at 0825 hrs. I stood in an open field of near waist high weeds, fueled no doubt by all the unusual rainforest-like wet pattern this summer.

Further down the line at Oneonta, I discovered an outlawed CP 412 freight parked alongside Commerce Road near CPF 557, all three CP SD40-2's shut down. As the morning sun rose and cumulus clouds formed from the northwest, I decided to wait for a meet. At 0943 hrs, a new crew arrived by van at the parked freight. After about 45 minutes of fiddling around, the two crewmen were able to throttle up only the lead dog, SL&H red #5690, with the trailing units unable to start. About another hour later, CPF 557's signal tower lit up for another southbound. The CP South End dispatcher was soon talking to a CP 252 freight heading into

Oneonta, suggesting they could perhaps "push" the stricken 412 over the hill. Immediately my heart jumped! A north end pusher move over Belden in daylight in 2006! Wow!

The 252 soon appeared from the north with two red "beaver boat" AC GE's, CP #8602 and #8523. The train pulled up beside the 412 and a small discussion ensued between the train crews on the game plan. The game plan apparently was to have the 412 pull ahead with the #5690 for sole power to Afton, with the 252 to follow behind; then the power off the 252 was to hook up with the 412's consist west of CPF 587 for the push.

Of course, by the time both trains reached Afton, which was down the line, the plan would be further modified, as often is the case when you get your hopes up on anything. Always expect the unexpected on the D&H.

By the time I got down to Broome County, the sun was now in the dreaded HA (high angle) position that is usually very unfavorable for most photography; you have to wait until at least 1500 hrs at this time of year. As cruel fate would have it, a four-way meet would now occur between Afton (CPF 587) and Nineveh (CPF 590). Both CP trains, 412 and 252, would meet the northbound NS train 168 and CP train 413. When I saw the power lash-ups for both the 168 and the 413, I almost screamed with disgust at my predicament, for the 168 had two "right-out-of-the-paint-booth" ES40DC GEVO units, #7595 and #7596. You could literally see your reflection staring back from the gloss on the car bodies. But the real kick in the teeth was the CP 413, which had no less than four different EMD models in one lashup (CP GP40-2 #4651, two CP GP9U's (8230 - 8244), with big Soo SD60 #6032, followed by CP SD40-2 #5806, with yet another big Soo SD60 (#6046) trailing). Ouch! The prospects at 1340 hrs to chase these two big prizes back north were grim due to the sun direction. However, maybe if these guys were held for a couple of southbounds up the line, I could work in some decent side lighting north of Oneonta. Long story short, I did indeed double back. Sometimes when you try to make lemonade out of lemons, you can still get a bitter aftertaste. Still, it was fun anyway.

By the way, for those interested on that pusher move, the 412's crew was able to restart the trailing SD40-2's while waiting for trains 168 and 413. So no pusher move on that day over Belden.

One cautionary note to any future prospectors wishing to go hunting for those EMD CP red powered freights on the extinction list this fall: The detour run-

around between I88 exits 9 and 10, between Unadilla and Sydney, is still in effect; N.Y. Route 7 bypasses the washout gulch of I88, dating from late June. This can put a serious crimp in your plans to chase from Oneonta south and Bainbridge north, so plan accordingly. During another recent southward excursion in my car, I witnessed a three-car collision near the Sidney intersection, and that caused an incredible 3-mile backup on detour Interstate traffic over the two-lane Route 7. So leave nothing to chance.

Twilight zone town revisited

Binghamton in the summer of 2006 was as I remembered it: road construction chaos, shady-looking characters shuffling along the tired streets, and unpredictable, interesting railroading from all directions.

On Saturday, August 12, I again braved the whims of fate and chance and headed southwest on I88 for the great unknown. Early morning fog shrouded the valley south of Oneonta all the way to Otego, with no trains in sight from Delanson to Sidney. Fortune, however, would smile, as I was able to nab two northbounds at Nineveh (former SW cabin) at CPF 590, NS train 168 with NS SD70M #2608 and C40-9W #9536 at 0945 hrs, followed closely by CP freight 413 with CP #6035, Soo #6029, CP #5935, and Soo #6008, arriving 15 minutes later.

After a short chase to Bainbridge, I headed south into Binghamton and toured the town. There was quite a bit of NYS&W power, and a couple of CP freights were being staged across the river in Conklin. A few NS moves, like the H88 out of Elmira and NS 930, were also active in town. The H88 had a rare short high hood NS SD40-2 leader, #3294, followed by a repainted former Conrail SD40-2, #3414. This job usually interchanges in the CP East Binghamton Yard and also retrieves some of the NYS&W's SU99 consist before heading back west on the Tier. Two NS westbounds with CP power, 10T and 39T, would not show their faces today - at least until evening. A 13T with ex-CR C40-8W #8370 and NS SD70M #2599 came in, switched some cars, changed the crew, and headed off the Erie Line to the CP yard, bound for the ex-DL&W Line to Scranton as symbol NS 933.

One neat sight and sound I was able to find was at Terrace Drive, at the north end of the yard, as the CP Yard 2 crew was flat-switching cuts of cars with two red rebuilt GP9U's, #1545 and #1564. Both of the old rebuilt geeps made a glorious racket and clatter as they furiously kicked cars into their proper tracks out to the crossing

in the late afternoon light.

The CP train 252 came into town a little earlier than expected today, at 1512 hrs, with the all-EMD lashup of Soo #6034 - CP #5629 - CP #5808 - Soo #6014. As it passed BD cabin, it dashed my hopes of hitting this guy further north on the way home on I88. Also dashing my hopes was the failure of a crew showing up to take CP freight 165 north out of East Binghamton Yard. I completely then totally ruined my evening by making the tragic mistake of ordering drive-through takeout at a Taco Bell off Front Street before heading home. Next time I will stick with Brooks Barbecue in Oneonta.

The first 936

Tipped off by a sighting over the web (thanks to Walt and Frank on Yahoo groups) from the northern region of the D&H of the first 936 CN/CSX detour train, I scurried early into my car on Sunday, August 20 on a hunch. Upon entering I787 beside Kenwood Yard by 0900 hrs, I could see the CP freight 250 had already come down the Colonie Main into Albany and yarded its train. It looked like the two GP38-2's in town were the #7309 and #7312. I headed north to Mechanicville as a shroud of low clouds, gloom and rain showers snuffed out any sunshine north of Albany. By 0938 hrs, less than 10 minutes after my arrival, incredibly a conductor called the signal at CPF 467, and the wonderful red face of a CN SD75I #5783 emerged from the misty fog with the first southbound CN freight 936 on the D&H.

Previously, there had been a few northbound 935 CN/CSX reroute freights sent out of Kenwood for Montreal, both out of Selkirk Yard, but not with 936 symbols. I chased the freight south from Mechanicville with the torpedo boat, doing my best to be patient with the speed limits and being strategic in my photo locations down the Colonie Main, while shooting C41 B&W film. By 1042 hrs, the train stopped at Green Street in Albany (A-1) on the Colonie Main to wait for a track into Kenwood Yard, with peek-a-boo sun showing up in the low clouds. Power was solid CN, with the #5783 and CN SD40-2 #5288 leading a short 52 car, 3364-foot freight of lumber, boxcars and sulfuric acid. At this writing, it is uncertain if the 936/935 CN trains will be a common practice from Selkirk Yard to Montreal over the D&H, versus the longer route over CSX to Syracuse and then up the branch to Massena. Perhaps these are just lower priority test freights until further developments. At any rate, the north end buffs are getting quite a show with all these daylight freights lately!

The film dinosaur speaks

After doing a little soul searching, I decided to "come clean" about my digital shot in the August 2006 issue of Railpace mentioned last month by Mr. (not really so mean) Moore in his column. As our Curmudgeon suggested, the digital image published was indeed off a high-resolution scan of a Fujichrome slide, adjusted via Adobe Photoshop, and then up-linked to the magazine editorial staff via its web site. However, before the masses begin to storm my castle here in Hudson, bearing torches and shotguns, and wanting to drag me to the nearest tree and horsewhip me to a slow screaming death for falsified plagiarism or whatever, allow me to present my case to the jury.

Currently Railpace's Tom Nemeth sends any accepted slide submittals to an outside contractor for scanning before incorporating them into an issue, now made up of almost 70% digital contributions. So by up-linking a scan of my own, I simply eliminated the middleman, as opposed to snail-mailing the slide through the post office all the way to Greentown, PA (editorial headquarters), and the added time and labor for the editor to resend the same slide out for digital scanning. By computer, I can send the same image directly to the editorial room in less than 20 minutes, fully digitalized, downloaded and ready to file for use.

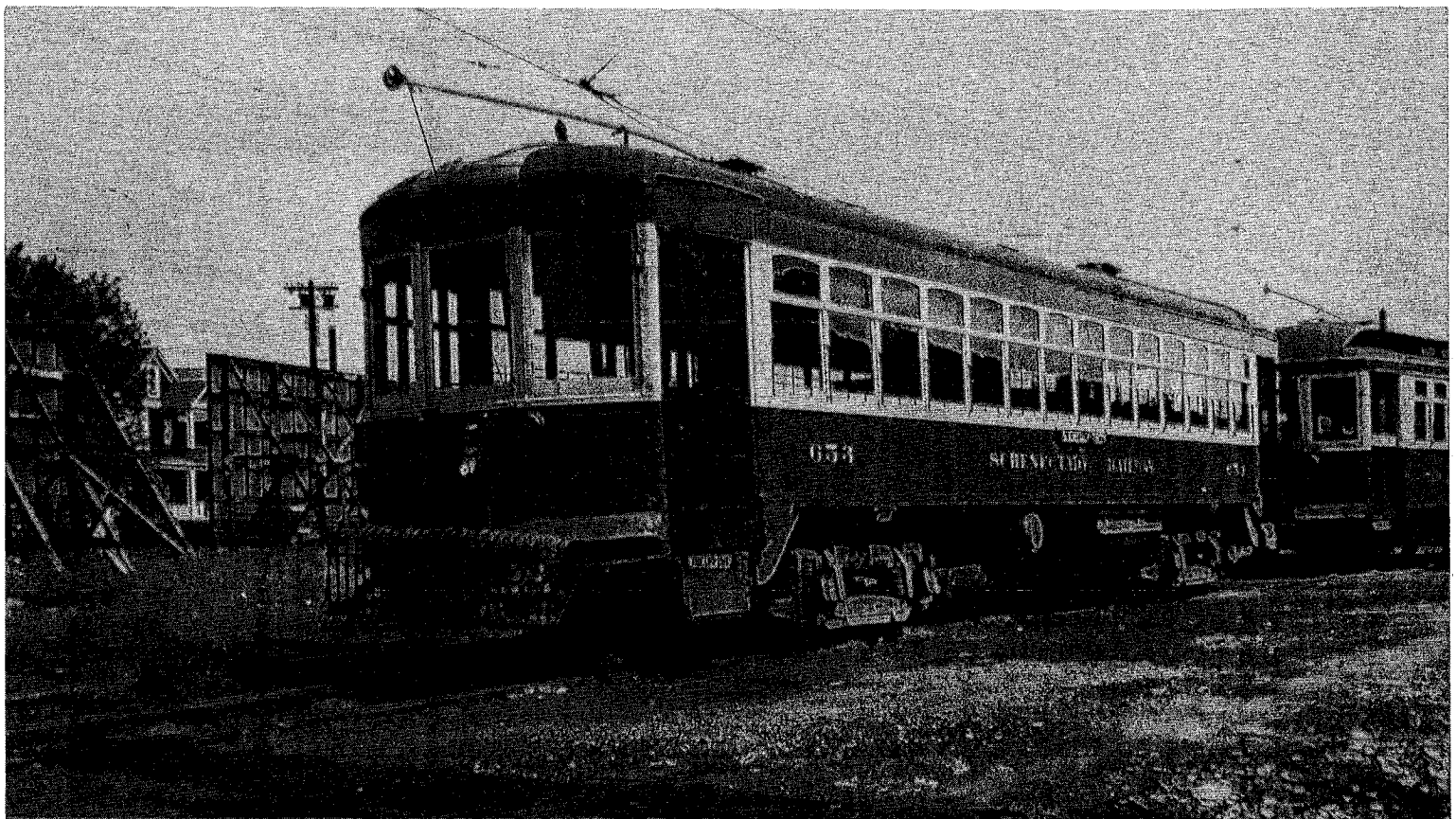
The image is still in digital form like any TIF or JPG taken off a digital camera. I began noticing a slight color shift and loss of quality among some of the slide shots published in the "Pace" versus the sharper, clearer, vivid repro of the digital contributions. So the August image I submitted by scan and computer was really my experiment to see if the published results had better quality than if I submitted the same image as a slide and had it scanned by another party. Now I realize that by this confession, I may jeopardize my standing with Railpace if there seems to be a case of falsified solicitation, which I hope won't be treated as a witch-burning.

(continued on page 26)

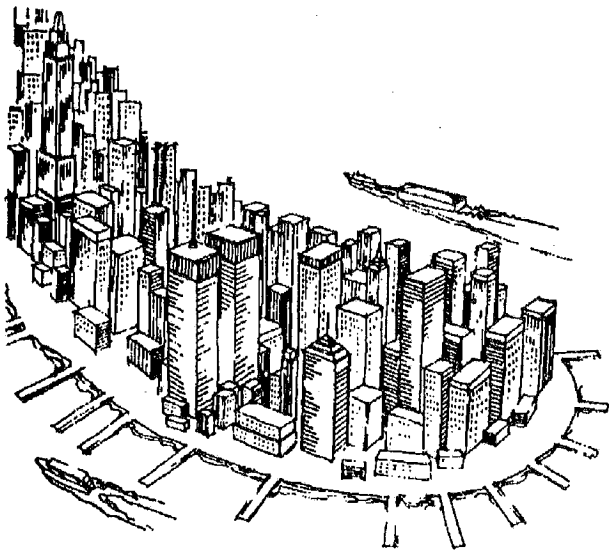
Photos on page 11:

Top: D&H's northbound *Adirondack* has just crossed the Mohawk River between Cohoes and Waterford, N.Y. 1975 photo by Steve Lackmann.

Bottom: D&H owned Schenectady Railway cars 653 and 713 just before the shutdown of service in 1939. From Kevin Farrell Photos, collection of Jim Bachorz.







The Metropolis Monograph

by Robert A. Lowe

Rail industry news

Back in July, I reported on Canadian rail safety concerns. Here is an update.

After a July 14 derailment on CN during rush hours in Toronto that closed down commuter operations, Transport Canada placed restrictions on CN freights operating in Ontario. On non-inspected welded rail under repair, all freights will be restricted to speeds of 10 mph, and passenger trains to 30 mph.

On July 31, twelve CP coal cars plunged into the Thompson River in British Columbia after they derailed on the joint CP/CN track; the accident was caused by a broken rail. Eight other cars derailed. A few days later, on August 4, nine CN grain cars derailed in B.C. The Transportation Safety Board has mandated that dynamic brakes be in operation, but it also feels trains may be too long (sometimes upwards of 125 cars). It is also encouraging that loads be placed in the front of the train and empties towards the rear. Lastly, on August 21 two CP locomotives derailed at low speed in Cambridge, Ontario, blocking the line for six hours.

Other incidents: CP derailed a freight near Moriah, NY on August 5, which shut

Photos on page 12.

Top: A D&H freight behind three Alco Schenectady products - well, ok, Morrison-Knudsen and Alco, at least for the first two - heads toward Mechanicville Yard near Coons Crossing, just northeast of the yard. 1976 photo by Steve Lackmann.

Bottom: NS haulage train 168, with a UP flag unit and an NS GE, is southbound on the CP/D&H Colonie Main at New Cortland Street in Colonie, N.Y. August 2005 photo by Steve Lackmann.

down the Canadian main.

On August 14, a garbage truck tried to beat the Essex (CT) Steam Train and lost, with the truck winding up on its side. The engine didn't derail, and was not too badly damaged.

A Wisconsin Southern freight operating on CN tracks derailed six empties and two locomotives in Waukesha, WI on August 22. It appears the diesels leaked fuel afterward.

On August 21, 36 residents of Minot, ND traveled to Minneapolis to protest the delays in the courts over the CP derailment on January 18, 2002.

The July 27 derailment of 37 lumber cars on the UP in Klamath Falls, OR, has been attributed to heat-buckled tracks.

On July 20, track and signal workers on CN (Brotherhood of Maintenance of Way) had a one-day strike affecting GTW, DT&I and D&TSL operations.

On August 3, NS opened its \$44 million Shelocta Secondary that departs the Conemaugh line in Saltsburg, PA and services a coal power plant in Shelocta. In addition to rehabbing 11 miles of out of service track, five new miles were laid.

NYC area industry news

Harlem River Yard is moving over 3000 tons daily of solid waste and certainly will handle more under the new city plan. CSX currently has two main line runs and one local over the Oak Point link. It services the **New York Post** plant with about seven cars of newsprint weekly. There is a 2-track siding into the building. All of the **Post's** newsprint is delivered by rail. CP has little business to NYC except for occasional runs to NY&A at Fresh Pond Junction.

Amtrak

Alexander Kummant will become President and CEO of Amtrak on September 10. He has experience with UP and was chief marketing officer for Komatsu America.

There is concern about continuing delays between five and 15 hours on the *Coast Starlight*. (It is now monikered the "Coast Star Late.") It arrives on time on only about 2% of its runs. Delays seem caused by poor UP trackage between Portland and Sacramento and increasing freight traffic. Short sidings require Amtrak trains to allow longer freights to continue. UP estimates improvements will cost between \$20- and \$100-million. As a result, the *Starlight* carried 26% fewer riders in 2005,

one of the few Amtrak runs to show a decrease. Meanwhile, there is a move to establish a "Coast Daylight" between Los Angeles and San Francisco via San Luis Obispo (the *Coast Starlight* route).

On August 28, Amtrak started six new weekday trains on the Capital Corridor service between Oakland and San Jose, following \$72 million in track improvements. There will be two more weekend trains. Ridership has tripled in the past eight years. Amtrak is also reevaluating *Virginia Peninsula* service between Richmond and Newport News, where ridership has declined slightly.

Amtrak's bookings jumped 26% after the August 10 failed terrorist airplane plot; customer service calls were up 14%.

Vermont is considering DMU's (diesel M-U's) for *Vermont* service, which could save \$4.25 million over three years. The smaller trains (DMU power car and coach) could carry up to 120 riders between St. Albans, VT and New Haven, CT, where transfers could be made to conventional trains. This would not apply to the *Ethan Allen Expresses*.

A regional transportation hub may be built in Troy, MI to replace the current Birmingham stop.

The owners of the New London, CT joint Amtrak/Greyhound station threatened to evict Amtrak and Greyhound. The owners want to increase retail and office space and have been hindered by a lack of parking for customers and tenants.

Pennsylvania is currently upgrading the Amtrak-owned, four-track Keystone Corridor between Harrisburg and Philadelphia to allow 110 mph trains. The electrical system is being upgraded, welded rail installed, switches replaced and bridges rebuilt, and some grade crossings eliminated. Virginia looks on with envy, as it would like to upgrade the Richmond-Washington corridor of similar distance, but that two-track main is owned by CSX.

On August 23, a fire in an auto salvage yard in the Bronx affected NEC operations above Penn Station, with eight trains delayed and slowed and one train to Boston turned around.

On August 25, a Portland to Seattle Cascades service train derailed on BNSF trackage just outside the Tacoma, WA station.

Amtrak's westbound *California Zephyr* collided with a car in Berwyn, IL on August 16, killing two persons in the car and shutting down METRA service.

Katrina anniversary

With the first anniversary of that devastating storm, some preparations for future events continue to be made. Noting that

passenger trains were largely empty when leaving New Orleans just before the storm hit, 24 mothballed Amtrak passenger cars have been refurbished at a cost of \$700,000 and placed on standby at New Orleans during hurricane season. It is felt that a single train could evacuate 1600 riders.

Meanwhile, it appears the Riverfront and Canal Street trolleys are back in service, but the storied St. Charles Line must wait until 2007.

New NYC area projects

Two major projects have been criticized by top New York officials. Both NYS Assembly Speaker Sheldon Silver and NYS Comptroller Alan Hevesi have questioned unresolved issues about the financing for the Moynihan Train Station, aka Penn Station. They feel the developers have mushroomed the project into a much larger one, incorporating the demolition of the current P.S. and Madison Square Garden, which would be replaced with retail and office space. This goes far beyond the original proposal to convert the current GPO into a new Penn Station, and a new formal proposal is required.

Meanwhile, NYS Attorney General Elliot Spitzer has criticized the proposal by NYC to buy the West Side rail yards at a depreciated low price of \$500 million, and then sell the development rights to the highest bidder, largely to pay for the #7 subway extension. He does not feel the MTA should be part of such a deal, especially if it anticipates deficits in the future. Finally, there has been much local opposition to the conversion of the Atlantic rail yards in Brooklyn into a sports, residential, and commercial complex with tall buildings.

Regional planners say suburban housing developments should promote low density and use of transportation infrastructure. There should be transit centers (such as promoted by NJT) oriented to housing and job centers.

The NYS Senate Task Force on High Speed Rail will have a study of a unified ownership of the Hudson Main, especially between Schenectady and Poughkeepsie. There should be one entity of ownership to NYC. Currently the above ROW is owned by CSX, which has no interest in selling.

THE [trans-Hudson tunnel] continues to move forward. While it will cost upwards of \$7.2 billion, it will create 44,000 jobs and double the number of trains. The present two-track tunnel carries 40,000 riders during rush hours on 23 trains. This would double to 48 trains each rush hour. It would also allow one-seat rides via a loop at Secaucus Junction for riders on the Bergen, Main, and Pascack Valley lines.

The Port Authority now is on board with a commitment of \$2 billion. (It also appears to be paying for part of the LIRR Access to GCT). It has moved beyond just moving cars between the states. New Jersey is now seen as the main growth area for affordable family housing (now that Long Island and Westchester are out of question). Thus politicians in both NJ and NY are behind THE. The PA could possibly share in revenue from commercial and retail development in the proposed P.S.

It appears that the NJ Transportation Planning Authority has granted D&H/CP freight rights on M&E commuter lines once the Lackawanna Cutoff is operational.

Metro-North Railroad

On September 30 there will be a commemoration of the 100 year anniversary of the first electric train to operate on third rail power. This operated from GCT to the Bronx in 1906 on the NYC and Harlem River RR. The excursion will visit seldom seen electrical power stations and facilities. It will start with a visit to M42 in GCT with its original rotary converter (to 700 volts DC). An M7 will then transport riders via Mott Haven (original substation) through the Highbridge Maintenance Facility to Glenwood, a turn-of-the-century power substation, and thence to Ossining, which was built in 1912 but in 1988 was converted to a state of the art substation. The ride concludes with a trip over the wye at Mott Haven from the Hudson to Harlem Division and not used by passengers. Tickets are \$60 and must be purchased by September 25. You can order them at 212-499-4398 or at MTA's www.mta.info.

Dick Silber spotted SPV2000's at the end of the "bone yard" above Croton. I have found that the unique DMU's, the successors to the RDC, have been sold to NYS&W Historical & Technical Society, which is responsible for their removal.

New Jersey Transit

THE planning is progressing, and an \$82.5 million engineering contract has been let. But this is coupled with an environmental study on the reliability and capacity of the Portal drawbridge over the Hackensack River, which constricts NEC operations to two tracks and is frequently opened. The \$3.3 million study will explore increased rail capacity, outright replacement, additional track capacity, and possible elevated span.

The FY '07 \$1.5 billion operating budget has no fare increases. It does have a line for a maintenance center for the bilevel cars. The \$1.3 billion capital budget has funds for THE, and possible restoration of passenger service on the Northern

Branch, MOM, and Lackawanna Cutoff. 230 Arrow III M-U's will be overhauled along with 148 coaches; 14 stations improved; and more park-n-ride facilities created.

June O-T% was 95.1 with delays caused by Amtrak power problems.

On August 11, a NJT bus collided with a Hudson-Bergen light rail vehicle in Weehawken; thirteen persons went to the hospital. It was found that the bus driver failed to obey traffic signals, including making an illegal right turn.

On August 15, NEC service was shut down for an hour when a drum of hydraulic fluid fell off a work train just outside the Hudson tunnel.

P.A.T.H.

Kawasaki is building 340 new cars that should start delivery in 2008. Currently PATH is carrying 60.7 million riders annually. This is expected to climb to 85 million by 2016. In addition, signals are being upgraded for \$12 million; new fare collection machines will cost \$67.9 million; the Harrison Car Maintenance Facility is being upgraded; and there is new security with CCTV costing \$30 million. The new cars, costing \$499 million, will have three doors on each side; on board videos and CCTV; improved lighting, air conditioning and heating; prerecorded announcements; better signage; and better communication with crew.

Long Island Rail Road

On September 1, James Dermody retired as LIRR's President after a career of 48 years. He joined LIRR in 1958 as a ticket clerk and oversaw the rebuilding of Jamaica Station as well as improvements to Atlantic Terminal. A replacement has not yet been named.

On August 14, the Babylon Line was shut down when a tarp fell from a water tower in Freeport and struck high voltage power lines, thus shutting down power and trains.

August 28 was not a good day for LIRR. The 4:19 train to Port Jefferson with a new DM and bilevel equipment broke down in the East River tunnel, stranding riders for 90 minutes. There were also problems earlier in the day with a suspected gas leak, and signal problems at Jamaica.

New York City subways

It has been reported that ridership is up 36% since 1995, faster than the growth of population. 2.2 billion trips are taken annually, attributed mainly to MetroCard promotions but also new equipment, better

schedules, and growing economy. Commuter lines had a 14% growth.

The NYS Public Employment Relations Board held six days of hearings in arbitration on the workers' contract. But they could not reach an agreement and most likely the matter will be laid over until a new governor takes office. In addition to salaries, major issues are health insurance and pensions. Meanwhile, a federal appeals court on August 11 upheld a lower court ruling on the constitutionality of random police searches. It was noted that twice the subways were targeted by terrorist groups. If a person refuses the search, they can walk away but not enter.

On August 16 two trains were stopped on the Manhattan Bridge due to fire on ties stored in the tunnel. It was disturbing that it took two hours to evacuate the 4000 riders, who were left without information for over 30 minutes. Again, it raises questions about quick evacuations in any emergency. The fire does not appear to have been started by homeless persons or from litter and debris caused by the rash of free newspapers.

On July 26 there were Con Ed power outages on Staten Island that affected the SIRY for about 15 minutes. Meanwhile, with the new signal upgrade mentioned in May, the old signals are being removed, along with some remaining asbestos. This was to be completed by September 18.

The first 10-car train of 260 Kawasaki-built R160's started a 30-day test on August 25. They cost \$1.44 million each. Meanwhile, Alstom, which is building 400 cars, was given a 7-week extension to provide its test cars. Delays have been caused by shells damaged in transport from Brazil, and welding defects at the Hornell, NY plant. The R160's, with 660 on order and option for 912 more, are similar to the R143's but have computer chips to indicate repairs; three display panels, including next station and connections; a digital map that scrolls through stations; and video screens for public service announcements.

On August 24 two energetic people took a new record of 24 hours, 2 minutes to pass through all 468 stations on the system.

MTA

I have frequently noted the exemplary performance of the M7's running on both LIRR and M-NR. The major problem has been with the armrests, which are slightly too long and have torn pockets and jackets, resulting in claims. A new armrest is being tested for replacement starting in December; it would be installed during regular maintenance cycles. The design of armrests for the new M8's has taken this into consideration. The current armrests

are 4/10's of an inch longer and made of a "rubbery" material, much like a rubber eraser. The armrests will be removed, tubular frames cut, and new shorter ones attached. As M-NR has 336 M7's, this means 14,616 armrests will be replaced. LIRR operates nearly 900 M7's, so this will require nearly three times the retrofits. About the only other problem on the M7's are with contoured headrests that may push the body forward. The smaller width of the seats does not appear to be a problem.

Another issue is with gaps on station platforms. After an 18-year-old tourist was killed after falling through the gap at Woodside (Queens) station on the LIRR, a joint task force of M-NR and LIRR was convened to scrutinize the gaps. (For the record, the victim fell through the gap, crawled under the train, and was hit by another train.) There are about 60 incidents a year. The gaps are required to keep trains from slamming into platforms and are especially needed on curves. Swaying freight cars must also have clearance. The standard is a gap of 7-8 inches, but it has been noted some gaps are 14-15 inches wide.

Overseas news

Across the world, concern was raised in Germany on July 31 when abandoned suitcases were found on two German trains. These were traced to some Lebanese men and caused a bomb scare.

On August 21, over 50 persons were killed at Qalyoub, Egypt (north of Cairo) when a commuter train slammed into a stopped train. "Human error" was attributed to the engineer who ignored a signal.

That same day, trains in the Ukraine were delayed for the following two days after a fire and explosions near the tracks.

On August 29 the new service to Tibet (described last issue) had a derailment (just the dining car with no injuries) but riders were delayed over five hours. It was caused by malfunctioning signals and switching devices. Previously, a rider died of altitude sickness.

On August 3, French trains derailed after hitting donkeys on the tracks of the high-speed line between Nimes and Montpellier. 450 feet of track were also damaged.

New York Central tales

New York Cross Harbor S1 #25 was floated on August 10 from Brooklyn across to Jersey City, and thence to the west side of Manhattan, where it was placed in Riverside Park South, site of NYC's old 72nd Street yard and the yard in Manhattan. It was set on rails removed from the High Line and will be on static display, the only locomotive in a NYC park. The S1 was

built by Alco in 1946 for the Erie, and then worked in Brooklyn from 1967 to the 1990's. It has been repainted in NYC colors and renumbered a more NYC 8625. The cab will be open during the day.

Last issue I reported that it looked like NYC steam tug #16 would be removed to a marine museum in Bayonne, NJ. It had been land bound in Bourne, MA for 25 years. But that deal fell through, and the last week of July, #16 met its end. It was cut up, with the wheelhouse, engine, smokestack, propeller and some other parts going to the North River Tugboat Museum in Kingston, NY, where it now lies in pieces. It is hoped to retrofit the pieces into NYC #3, nee "C.C. Clark", and operate it with diesel power by 2007 and then eventually steam by 2009.

In 1913 NYC opened its new GCT, which included enclosing the tracks and allowing development along Park Avenue. One building constructed was the Waldorf-Astoria Hotel, which opened in 1931. Until 1929 there was a loading platform to service a powerhouse. This later became track 61, with a private rail siding into the hotel and thence a private freight elevator to the street. It became a "secret" entry for distinguished guests, starting with General John J. Pershing in 1938 and especially FDR during the war years. An armor-plated car would be parked on track 61 and his Pierce-Arrow lifted by the freight elevator to the street. He could then take an elevator to his room. Currently the Secret Service is testing the armored car to determine its authenticity.

In 1947 a 6000 hp PA set slated for the Santa Fe was exhibited at the platform. The last notable to use the platform was General Douglas MacArthur in 1951. The platform was sealed in 1978 after homeless took it over.

There was an unknown rail route between PS and GCT. Using the Hell Gate Route from PS, a special train could take the Melrose Branch at Oak Point Junction and pass through Saint Mary's Tunnel to Melrose Junction, and thence the Harlem Line down to Mott Haven Junction and finally GCT. It was certainly a zigzag routing.

Thanks!

Thanks this month to Dan Brucker and Tony Riccio.

As always, if you have any questions and/or comments about this or any other item in the *Bulletin*, please contact either the Publications Office (2476 Whitehall Ct., Niskayuna NY 12309; editor@bridge-line.org) or myself (334 E. 116th St., New York City, NY 10029; rlowe@rbcs.org).

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Disassembling the Planet for Powder River Coal

by John McPhee

"C" was for coal train, "TS" for power in the Tennessee Valley, and "BT" for Black Thunder Mine. CTSBT was the proper name of the train, in the way that Broadway Limited, Burlington Zephyr, Super Chief, and Florida East Coast Tami-ami Champion were once the names of other trains. Five Florida East Coast Tami-ami Champions could not have filled a track beside CTSBT, which was 7485 feet long, on this January morning in Marysville, KS, and was actually running shorter than most coal trains. There were 133 aluminum gondolas (hoppers) and five diesel-electric locomotives: three in the rear, two of them deadhead. Replacing another crew, Paul Fitzpatrick and Scott Davis climbed into the lead unit, after sending me up the ladder before them. We had slept at the Oak Tree Inn, a motel under contract with Union Pacific, in rooms that Paul Fitzpatrick described as "darker than the inside of a football." The rooms had been quiet, too, heavily armored against sound and light so that train crews could sleep during any part of a day. For us, the protection had not much mattered. The company's call from Omaha - as always, 90 minutes before reporting time - had come at 5:05 a.m.

Heading north and northwest, we were soon going up the grade to cross the divide between the Big Blue and Little Blue rivers. Overnight, heavy ground fog had frozen in the trees, had frozen on every weed, wire, and bush, so that - two weeks after Christmas - Kansas appeared to have been sprayed white for Christmas. From horizon to horizon, the raking light of the sun shot forth through the ice. Fields were confectionery with thin snow. Our eyes were 15 feet above the tracks and more than that above the surrounding country. We got up to 40 mph ascending the grade.

The train could go that fast because it was so light. It was empty. The five locomotives and the mile-and-a-half length notwithstanding, the entire rig weighed less than 3,000 tons. And now Scott Davis, the engineer, said, "I'm going to air 'em out, Paul."

Paul Fitzpatrick, the conductor, looked through his track warrants to see what restrictions may have been set up ahead. Then he said, "O.K., buddy, blow the dust out of 'em." Not that there was much coal dust left in those empties as we topped out at 60 going down to the Little Blue.

Winds that a train stirs up are not in the conversation with winds that can stir up a

train. "If you're pulling empties, a north wind can take you from 50 mph to 18", Scott said. In places like Kansas, Nebraska, and Wyoming, stiff winds have stalled trains. To wreck a train, you don't need a tornado. In Utah, between Salt Lake City and Ogden, winds coming out of the Wasatch canyons and crossing the tracks of the Union Pacific have knocked down empty ballast trains, empty coal trains, and double-stacked container "intermodal" trains, events known collectively as "blowovers". In the Laramie Range, the Wyoming wind will shoot up a slope and lift a train from below.

"Tailwind, you get a little better speed, a side wind will slow you down", Scott said. From behind the cab windows of a diesel-electric locomotive, wind is difficult to assess. It can be blowing hard and you don't really see it, let alone feel it. "You're making 50, then you're struggling to make 47. You think, What's the reason? Wind? Or some problem with the train? Your curiosity is wondering why." Passing through towns, Scott looks for flags. He looks for wind socks at airports. But mainly he looks for the sweep of weeds in the ditches, for the legible motions in trees, and, if the weather is dry, for the speed of moving dust. We came to the state line and left Kansas for Nebraska.

Paul said, "Your intelligence goes up ten points when you cross that line. Back there, you go barefoot, screw your cousin, and try to steal something."

Paul and Scott are from North Platte, Nebraska, where Paul was born. Scott was born in Ogallala, 50 miles west. In the language of the railroad, their "turn" is North Platte to Marysville and back. They make the run at least 90 times a year, now and again, but randomly, together. They know every siding, every crossing, every movable-point frog, every rising and descending grade. Train crews don't just go off in all distances and directions, like the pilots of corporate jets. Train crews work locally on memorized track and terrain.

To get a coal train from, say, northeast Wyoming to central Georgia, you would need at least eleven different crews. The central figure in such an odyssey is not an engineer, a conductor, a dispatcher, a trainmaster - the multiple, replaceable, and redundant human beings - but the coal train itself, which, power and payload, end to end, will be integral all the way from mine to destination, no matter who is in or around it, or whose tracks it is running on.

Paul's thumbnail sketch of Kansans was in a category with his profile of ranchers in Wyoming, another of the six states that frame Nebraska. He described a public hearing at which a Wyoming official outlined a proposed program for the sterilization of coyotes. A rancher lifted his hand, and said, "We don't want to screw the coyotes, we want to get rid of them."

We heard the screech of wheels slipping on the morning frost. The sand light came on in front of Scott. He depressed a plunger, releasing sand. We saw an eagle where Paul had seen a bobcat in summer. We ate smoked trout, the result of a fishing trip that Paul and Scott had made together. We ate an excellent piquant meat loaf that Scott had brought from home. And we ate reconstructed turkey breast in Subway sandwiches, sheepishly contributed by me. They mentioned approaching landmarks as we entered the blocks in which the landmarks would appear: an Indian burial mound, other humps that had covered ammunition during WWII, an immense cottonwood at mile 188 (a red-tail hawk was sitting in it), Rosie's Crossing (an unprotected farm crossing). "She raises hell if you block it."

All through the morning, we met loaded coal trains on Track 2, coming the other way. Five in the first two hours. Seven miles of coal. In the loaded coal train CNAMR, we had come down the day before from North Platte to Marysville, 250 miles. CNAMR was on its way from North Antelope Mine, in the Powder River Basin of Wyoming, to a power plant on the Meramec River, a Mississippi tributary close to St. Louis. In UP hieroglyphs, the destination always comes last. Our CTSBT would fill up at Black Thunder Mine and emerge as CBTTS.

In the cab of a coal train, imagine the difference if the coal is there behind you. Trains that carry automobiles, mixed-cargo "manifest" trains, and intermodal container trains can weigh as little as 4,000 tons. CNAMR weighed 19,000 tons. When loaded coal trains lengthen out to a mile and three quarters, they can weigh as much as 23,000 tons. Nothing heavier rolls on rails. Diesel power on its own could scarcely budge that kind of weight. The diesel engines inside locomotives are there to generate electrical power. Separate electric motors turn each of the six axles. To move the throttle to Notch 1 and start up such a thing is to wait for perceptible motion. Soon after Notch 2, the pressure

of acceleration comes into your chair and begins to run up your back. Move the throttle to Notch 3, and you may feel that you are driving the North American [tectonic] Plate.

Paul said, "It's a touch."

Scott said, "You feel the train in the seat of your pants."

After Notch 4, even your underwear can feel the train attenuate. By Notch 5, you are beginning to develop an interest in whatever might be happening a couple of miles ahead. Notch 8 and you are flat out - minding the loaded speed limit, 50 mph - and thinking ahead at least one county. Below Notch 1 are two neutral stages - called Set Up and Idle - and below them are the eight notches of the dynamic brakes. Across the dynamics, you can feel the coal pressing on your back, feel the train condense. There could be an off-the-wall analogy to a 20-speed bicycle, but it does not immediately come to mind.

Beside the track from time to time, you see a small post with a black X on it, seemingly no larger than a playing card. It signifies your proximity to a grade crossing, any kind of grade crossing. A farm crossing with no signs. A signed crossing from the era of Stop Look & Listen. A crossing armed with blinking lights. A crossing armed with blinking lights and automatic gates. A whistle-guard crossing that plays a recording that sounds like a train. In the 250 miles of the North Platte-Marysville turn, there are 141 X's beside the track for 141 grade crossings.

If you are driving a train past them, at each X you depress on the console before you a metal mushroom that would not be out of place in a pinball machine. As it sinks into the console under the butt of your hand, the locomotive produces its classic sound. Or, as the clarinetist Skip Livingston e-mailed the tubist Tom Spain, "I've been listening carefully. The trains differ - different locomotives have different pitches to their horns. But I did hear one while I was moving snow on Sunday morning, and I was able to get to the piano before I lost the notes. They were A sharp, E, and F sharp below middle C, which made it sound like an F-sharp-7 chord (minus the C sharp). The instruments that would come closest to the sound would probably be trombones."

Passing an X, you first play one long chord on the mushroom. Then you repeat it. Then you tap a short toot. Then, if you are virtuoso, you play a final long chord that begins to fade exactly when you nose over the crossing. With so much to do, your hands are almost always touching something on the console. But if you let

15 seconds go by while you do nothing at all, the alerter will let out a full-scale pentatonic scream. The alerter is the modern version of the "dead man's pedal". The old engineers had to keep down that pedal or their trains would screech to a halt. Now the alerter screeches, and goes on screeching like a smoke detector, until you come to and force it to shut up. The alerter has its own mushroom.

Paul sat on the left, conducting. He had his own speedometer, his own mushroom for the horn. He had his thick sheaf of papers full of orders and warrants. He wore a beige baseball cap with red lettering that said "Cornhuskers". Lanky and limber, spectacled and scholarly, he was 57, and under the cap he hadn't much hair. Scott, far right, looked down into computer screens and up at cab signals, which reproduce inside the locomotive the signals outside, along the track, and are more than helpful in mist and fog. He was 54 - and, as it happened, five feet four - and under his red University of Nebraska ball cap was a receding brush cut. Their two seats were like upholstered thrones, as was a third, between and behind them. They had refrigeration, bottled water, and - a few steps forward and down toward the front door - a hand-cranked toilet of the type that is found on private vessels. No toilet paper in the toilet. No sink. No mirror. This was not the yacht Britannia. Toilet paper is in individual crew kits supplied at terminals by the company.

The space that contained us was as warm as an office. For Scott and Paul, it hadn't always been so. In older locomotives on days like these - fifteen degrees below freezing - Paul had soaked paper towels in water and lined the door jamb with them so they would stiffen up and prevent the gelid atmosphere from taking over the cab. Paul and Scott had had much to do with the conditions of the workplace, and the pay, the hours, the rotations of the pool. In this district, Paul was the chairman of the United Transportation Union and, until recently, Scott had been the chairman of the Brotherhood of Locomotive Engineers and Trainmen.

Crews are paid by the trip. After you finish a trip and "tie up" on a computer, your place in the rotation starts at the bottom and rises through the pool, the collective term for turns in the district. The smaller the pool, the readier the work, clearly; but perhaps so ready that you are not adequately rested before your next company call. So there is paradox in the pool, augmenting the heavy tensions between labor and management that date from the 19th century. Scott's brotherhood of

engineers is the oldest union in the country. "Management's strategy is divide and conquer", Paul remarked, and changed the subject to lay out their next fishing trip. Scott has a 20-foot Crestliner 202 Tournament, with two live wells, a 175-horse Evinrude, a 15-horse Evinrude kicker, and an electric motor as well. In Kansas City two years back, Paul bought Scott a T-shirt that said "Union fish strike more".

Scott took a dip of Levi Garrett.

Paul said, "I've only got one bad habit, and that's working on the U.P."

Paul's grandfathers were engineers. One went west from North Platte. The other went east from North Platte. Paul's father was a conductor. After two years in college, Paul "hired out on the railroad", but was soon drafted and sent to Vietnam. Later, he was a switchman, then a yardmaster, and then "came out on the road as a brakeman", and was promoted to conductor in 1976. Scott Davis's great-grandfather was a fireman who "got hurt and became a physician". Scott's father was a building contractor who moved where work required. As a result, Scott went to three high schools - in Ogallala, Stapleton, and Hyannis.

Paul: "He was voted the most popular sophomore three years in a row."

Scott joined the Union Pacific when he was 23. He dug ditches on a signal gang, climbed poles, and "became a fireman just when the coal thing was starting". As an engineer, he took his first train by himself to Scottsbluff on Thanksgiving, 1976. He "waited all day for BNSF to bring coal". For Thanksgiving dinner, he ate day-old rolls.

The coal thing would change their lives: their workplace, their leisure time, their relative prosperity. From mines near the center of America, the coal thing would revolutionize American railroads, slow the spread of creeping desuetude, reverse - to a large extent - their antiquation. Before the end of the 20th century, it would all but jam solid the busiest trackage. It was the direct economic result of the Clean Air Act of 1970.

The immense coal reserves of north-eastern Wyoming had been no secret to anybody, of course, least of all to geologists. While a good coal seam in Pennsylvania might be seven feet thick, drill cores and seismology had long shown coal beds a hundred feet thick in the Fort Union formation of Wyoming. There was a small mine from the era of steam locomotives, but on a larger scale no one was interested in this vast domain of coal, because there

(continued on page 19)



Let's Talk It Over by Jim Corbett

Here is another thing I saved off the Internet, oh, 10 years ago now. It was posted by the same fellow who put up the NYC consist-list I used in a previous column.

RBB&B brochure to engineers

Below are the contents of the Ringling Bros. and Barnum & Bailey brochure that was handed to me when I arrived in Dallas to handle the circus train. It is a small, pocket-sized brochure.

The front cover contains a colorful variety of circus related scenes, including a clown blowing a horn, a circus wagon pulled by elephants, a lion and acrobats. It's entitled, "1994 Red Unit Circus Train Information and Operations".

Page one

Welcome aboard the Ringling Bros. and Barnum and Bailey Red Unit Circus Train. Today you will be transporting our international family of over 300 performers, clowns, acrobats, tight-rope walkers, animal trainers, flyers, management and support personnel, along with 18 elephants, 33 horses, 16 tigers and various exotic animals. The 53-car train weighs 3,720 tons and is 4,694 feet long.

Most of the circus performers and personnel travel and live on the train. All cars are occupied and are set up as private quarters similar to efficiency apartments, many with cooking and living areas. As travel days are a day off, circus passengers will relax, watch TV, prepare meals, clean house, play with children, visit neighbors,

or gather in vestibules to socialize and watch the scenery roll by.

Careful Handling of the circus train is essential for the safety of the passengers (all caps) and equipment on board. Controlling slack is paramount to the safe movement of the circus train.

Because the circus train is unique in its cargo and equipment, we offer the following operating guidelines to assist you. We wish you a safe, enjoyable and memorable trip with The Greatest

Show on Earth!™

Note: If your railroad has already issued specific instructions for the special handling of the Ringling Bros. and Barnum and Bailey Circus Trains, those instructions will govern.

Page two

Circus train operations general (all caps)

The Circus Train is made up of 35 conventional passenger cars and two container flats on the head end of the train, and 16 piggyback flats on the rear end. Of the 35 passenger cars, there are four stocks (baggage cars) behind the locomotives where elephants, horses and other large animals ride standing, and 31 coaches which are the living quarters for circus personnel and their families, generators, maintenance shops and related facilities. The two container flats are concession storage. The 16 flats at the rear end of the train carry all necessary equipment, props, vehicles and caged animals.

All cars in the Circus Train are equipped with ABDW standard freight valves. Disc and on tread-type brake equipment are used throughout the train. All passenger cars are equipped with power cables supplying heat, air conditioning and lighting from two circus generator cars in the consist.

There is very little slack between the cars that make up the passenger portion of the train.

The locomotive air pressure regulating valve is to be adjusted to provide a brake pipe pressure of 90 pounds, and the train is to be operated with automatic brake cutout valve on the controlling unit placed in the In or Freight position. Cars of this train are not equipped with the graduated release

feature, and therefore train must not be operated with the automatic brake cutout valve in the Passenger position. If so equipped, the blended braking feature on the locomotives must be cut out and not used when operating the Circus Train.

Page three

The air reservoirs on each passenger car are larger than standard freight car tanks. Allow extra time to completely charge the brakes before making the brake test. (caps)

_____ is the Red Unit Circus Train Trainmaster. He can be found in coach 57. The Circus Trainmaster is responsible for the safe operation and timely movement of the Circus Train. He will supply instructions for the switching and placement of the Circus Train upon arrival and departure. He directs circus personnel in the loading, unloading and maintenance of the Circus Train.

Operational and emergency communications (caps)

The train crew will be provided with a circus radio for operational and emergency communications with the Circus Trainmaster and General Manager. Keep the radio readily available and monitor Channel 2 at all times. *The radio is equipped with a paging alarm that the Circus Trainmaster can activate if he cannot get a response from the train crew. You must transmit on the radio to shut off the paging alarm.*

Please notify circus trainmaster _____ of any unusual or unexpected operation problems, or if the circus train is stopped for a mechanical inspection. (caps)

Train Handling Procedures (caps)

Due to the length of the train and mixture of equipment in the makeup of the train, preplanning is of the utmost importance when using the throttle and braking systems to control train speed and slack.

Page four

The engineer will plan the methods sufficiently in advance of desired speed changes to insure that train speed is within proscribed limits and that the train slack is being properly controlled. *Maximum speed of Circus Trains will vary in accordance with your railroad's operating instructions and restrictions, but is not to exceed 60 mph.*

When conditions are favorable, dynamic or combined dynamic and train air brakes should be used to control train speed and slack. When so doing, engineer must take every precaution to insure that dynamic brakes remain applied with adequate

force to control train slack in a bunched mode as air brakes apply and release throughout the train.

When conditions require the use of train air brakes instead of dynamic, the split-service method of braking is to be used. An initial reduction should be made while sufficient power is available to insure that slack remains stretched throughout the train. ***The locomotive brakes must be kept released when using train air brakes with power applied.*** A split-service application consists of making a 6-pound to 8-pound initial reduction, followed with further reductions as required. Excess use of air brakes should be avoided to prevent overheating of wheels and brakes.

There are no public seating areas available in the Circus Train. For this reason, railroad train crews must ride in the locomotives.

Switching (caps)

Make no cuts on the coaches or stocks without the Circus Trainmaster or Electrician. **Do not make or break electrical connections.** All coaches and stock cars are occupied during switching. Use care in making joints and control slack during switching of the Circus Train.

Page five

Make a preliminary stop 1/2 car length from the joint, and then complete coupling at 1 mph. Equipment must be handled with air brakes operative at all times, and must not be cut off and allowed to free roll under any circumstances. **DO NOT HUMP.**

Animals (caps)

Large animals (elephants, horses, camels, etc.) ride standing up in the stick cars, which are the head four cars in the Circus Train. Caged animals are transported in several cage wagons on the flat cars. **These are trained wild animals. Do not attempt to pet or feed them. They are not tame. (caps)**

History of railroads and circuses (caps)

1830's Both circuses and railroads begin to appear in the eastern United States.
1840's Circuses begin using boxcars and stock cars for limited movements. Horse wagons used between most towns.
1850's Rail expansion allows some shows to move entirely by rail.
1860's Flat cars first used to move circus wagons. Cars were loaded from side at dock. The year of the transcontinental railroad also saw the transcontinental circus. Circus personnel rode on scheduled passenger service.

1870's April 18, 1872: the P.T. Barnum Circus was loaded on flat cars "piggyback" on the PRR, using end ramps and bridge plates (circus style loading). Rented sleepers made a solid circus train, the first unit train concept.

Page six

1880's P.T. Barnum joined with James A. Bailey to form The Greatest Show on Earth!TM
1884 The five Ringling Bros. start their own circus. 1st 60-ft. flat cars were designed for circus trains.
1890's Best circuses moved by rail. Barnum & Bailey had 56 cars, as did Ringling Bros.
1900's The railroad circus grows in size and reputation.
1910's High point of railroad circuses: In 1911, there were 32 Railroad circuses. Circus cars increased to 65 feet. In 1919, Ringling Bros. combined with Barnum and Bailey, increased to 95 cars.
1920's 1923: Ringling Bros. up to 100 cars. Circus flats evolve to 70 feet, all steel.
1930's The Depression cut circus business. Only three circuses remain on rail.
1940's Ringling Bros. train reaches 108 cars.
1950's Only two rail circuses left. Clyde Beatty goes to trucks, 1957. Ringling discontinues using tents in 1956, goes to combined rail/truck transportation.
1960's 1960: Ringling Bros. returns to 100% rail. 1969: Second rail circus formed.
1970's Ringling Bros. continues with two trains. 1979: Third rail circus formed, Monte Carlo Unit tours U.S. with 15-car train.
1980's Monte Carlo Unit dissolved. Ringling Bros. continues with two trains.
1990's Ringling Bros. continues with two trains.

J. William Misiura, Director Transportation
Joseph DeMike, Transportation Manager
Ringling Bros. and Barnum & Bailey Circus
8607 Westwood Center Drive
Vienna, VA 22182
703-448-4000, fax 703-790-2584
Revised 2/28/94

Back cover

Ringling Bros. and Barnum & Bailey Circus logo, and "Train handling skills are the center ring act when you control circus train slack." (caps)

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Disassembling the Planet from page 17

was comparatively modest heat in it. In British thermal units, it was 30% poorer than Appalachian bituminous coal. So the open range above the Powder River coal was not further opened. Ranchland ran to the horizon in an absence of artificial light. That part of Wyoming – in its vegetation, wildlife, and vacant beauty – had been well characterized in 1960 by the establishment there of a national grassland.

Beyond the detriments of Powder River Basin coal was the signal fact that it was as much as five times lower in sulfur than Appalachian coal. With the Clean Air Act, power plants were required to scrub sulfur out or burn low-sulfur coal. The 500 power plants that use coal to light, heat, cool, and compute 52% of just about everything in the United States were suddenly swivelling their attention to Powder River coal. A combination of companies built the Orin Line, the longest new rail line in the United States since the 1930's. At various sites along the Orin Line, large machines removed a hundred feet of overburden to begin an invasion of the planet unprecedented in scale. Belle Ayre, Black Thunder, North Antelope, Jacobs Ranch; in fewer than 20 years, mines of the Powder River Basin were the largest coal mines in the history of the world.

Coal trains go into the Powder River Basin like tent caterpillars up a tree. The Orin Line is not much more than 100 miles long, but 65 loaded coal trains – collectively, 100 miles of rolling coal – come down it on an average day. Sixty-five empties go into the mines, and 65 loads emerge. They go to Texas, Arkansas, Louisiana, Mississippi, Alabama, and Georgia; they go to Michigan, Wisconsin, Minnesota, and everywhere between. They are unit trains, each a so-called "set", each on its way (with few exceptions) to one specific power plant.

CTSBT, having come up through Alexandria, Belvidere, Carleton, Davenport, Edgar, Fairfield, Glenvil, and Hastings – alphabetical Nebraskan railroad towns – was now descending among the farms of Hayland Hill, nearing the Platte River. Paul said, "In Nebraska, they bury a farmer only three feet under."

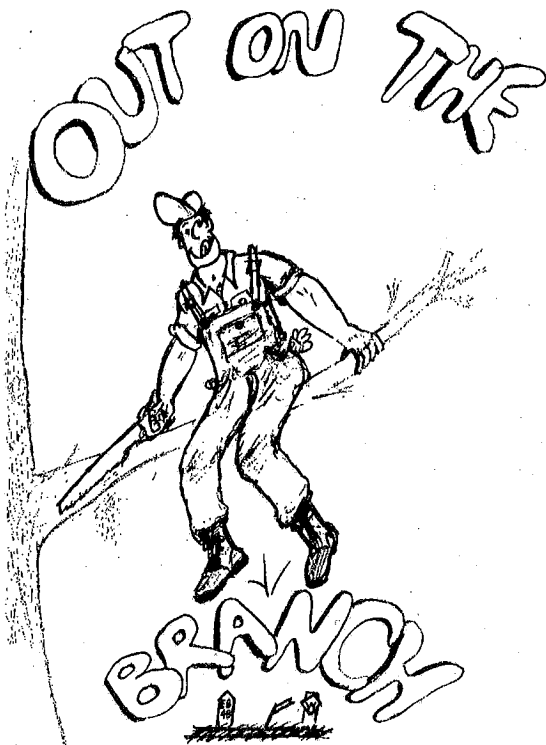
I said, "O.K., why?"

With an air of stating the obvious, Paul said, "So he can still get a hand out."

Scott said, "A wealthy farmer has two mailboxes."

(This is the first part of a six-part article; reprinted from The New Yorker, October 3, 2005; from the collection of Stewart Milstein. To be continued in the next issue.)

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



by Joe Durham

Attractors

Well, beach season is over. I must be getting too old or too cranky because I never made it to any beach this year, nor did I even care to. My wife says that it's because I couldn't catch anything anyway, even with a bag over my head!

To get to my real point about "attractors", Steve Wagner mentioned there's a model flatcar load of John Deere 4020 tractors being offered out there, and suggested that I'd offer some info on them. Gladly!

First appearing in 1964, the 4020 was produced until 1968. A large tractor in its day, at 90 hp, it had a fairly large straight-six engine, available in gas or diesel. On diesels, the injection pump could be tweaked safely to obtain 100 hp. 4020's certainly could quickly cover a lot of ground and were very impressive machines at the time, because most farmers were still using tractors rated at or under 65 hp from the 1930's, 1940's, and 1950's.

The 4020 retained the same looks as its unprecedented predecessor, the model 4010, introduced in 1960, which was the landmark year that Deere forever broke away from its long tradition of 2-cylinder "Popping Johnnies".

I have operated 4020 gas and 4020 diesel tractors. Overall, the entire line of 10-series and 20-series drove like Cadillacs compared to anything ever built before. They perhaps are not as comfortable as later machines, but I wouldn't know. Like old Alco S's and RS's, 4020's continue to prove themselves beyond all original ex-

pectations.

Since the 1980's, the classic 4020's have been in consistent high demand. Those who have them rarely part with them, and the Deeres are still hard at work today. When they do come up for sale, they receive prices several times their original value. The statistics are amazing, considering it came from a radically new design penned in 1958, and first put in production over 40 years ago.

To keep a long story short, no 4020 ever rode the Rutland Railway. But they certainly did ride on the Vermont Railway, Green Mountain Railway, D&H, and any other post-1964 line. No rural layout should be without at least one flatcar carrying 4020's. On the D&H in my neck of the woods, several flatcars with those tractors found their way from Iowa to Whitehall, over to Castleton, and down the old R&W to offload at Granville. Probably others headed to Rutland yard, to be later picked up by the newborn VTR, destined for dealerships in Proctor and Middlebury.

CD - or not CD

Nothing from Shakespeare here. CD's have been around almost 20 years now, something hard for me to realize. I had a friend who started selling his record collection to replace it with CD's when they first came out. I thought he was nuts.

I have always been skeptical of new technology. It has taken almost 20 years, but I find myself buying CD's, and enjoy their clean, clear sound. I won't be parting with my 1960's-70's-80's LP's, though; sorry 'bout that. There still is something about watching a spinning disc and hearing the occasional "pop" on an old record.

Recently, former member Jay Winn, aka "weegordie" on eBay, produced a fantastic CD collection of very rare D&H sounds. Every CD features sounds from the late 1940's - early 1950's, being mostly Pacifics, Consolidations, Northerns, and Challengers (300's, 600's, 800's, 900's 1000's, 1100's, 1200's, and 1500's to D&H crews).

Every CD has something different to offer. Like a box of cereal, each CD has a prize inside. My favorite prize of all the prizes is a clip of an ancient 2-8-0 clanking, banging, and struggling through Whitehall with a northbound drag, crying out alternately with two distinctively different sets of chime whistles. On other CD's there are bits of wheel slip, doubleheaders, and other special items. Steamboat whistles certainly abound on all of the CD's. How beautiful they truly were.

One might expect all Jay's CD's to sound alike, but that is very much not so.

Each CD comes with a very detailed printing of what we are hearing on each cut, and where. There are also some pacing sets along NY Route 7 on the A&S. Each CD's coverage is well-dispersed, not only in subject, but also in location. Each CD features a wide area of terrain, from Plattsburgh and Whitehall to Albany, over to Richmondville, Oneonta, Nineveh and the Penn Division. Some other hidden prizes are rides behind ancient 4-6-0's in Scranton, and a caboose ride behind another 4-6-0 on the Cooperstown Branch. You also get to ride in the open on *Laurentians* on a few CD's. There are so many other lush prizes to be had amongst all the normal run-by cuts that prevail on the CD's.

What I like very much are the long intros and exits of the run-bys. It's just like you were standing there that day. You can barely hear it coming a mile or two away. It grows louder and louder, leading to a thundering passage, and then the chuffing and whistling and clickety-clack fades as it disappears, eventually leaving you and the chirping birds behind, with that familiar sweet-acrid smell in your nostrils. (Hey! I just figured out it's almost like sex!)

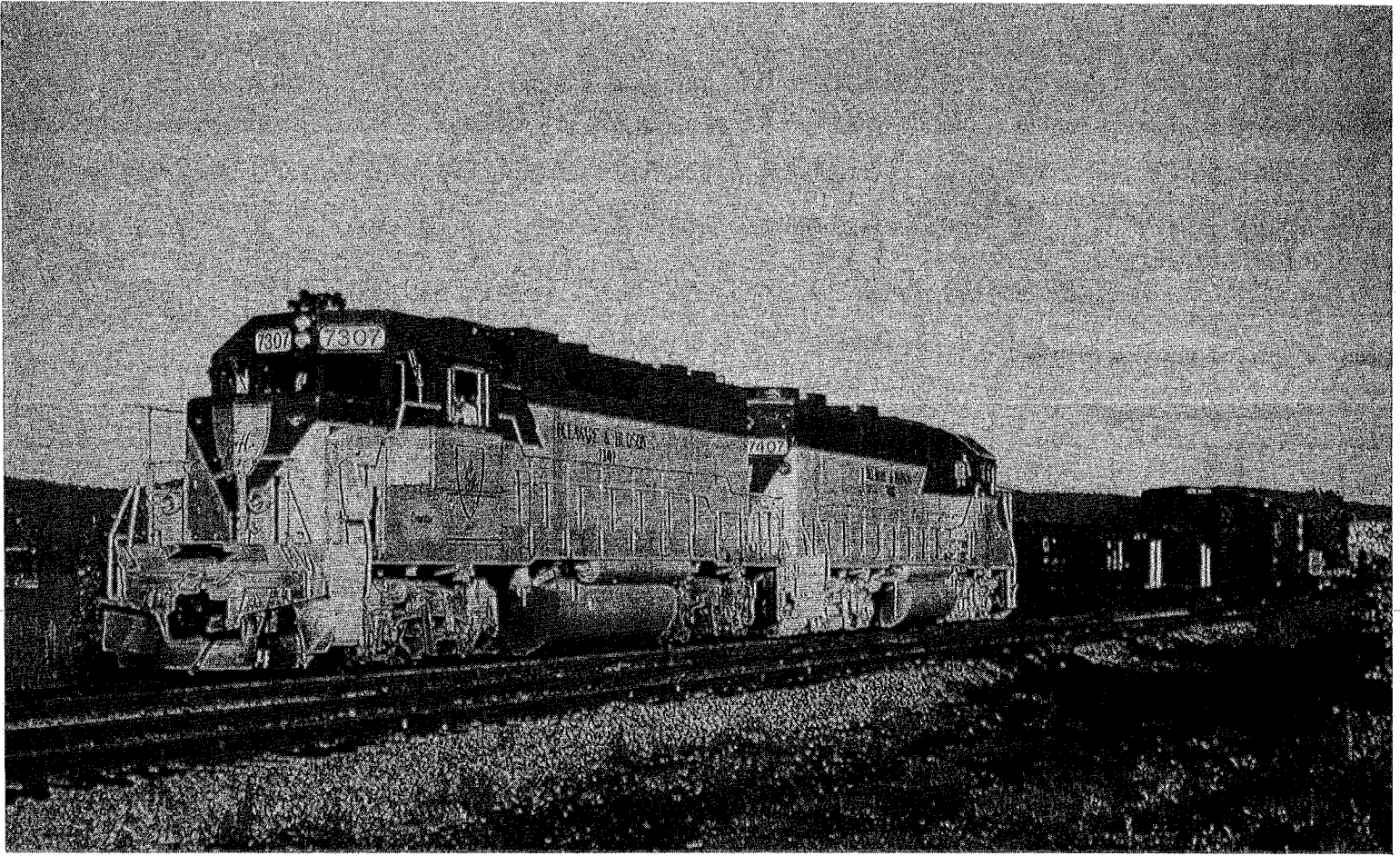
I just can't say enough about these CD's. Of course, not everybody can close their eyes and relax enough to enjoy the pictures in their mind as they listen to the CD's, but that is how I strongly recommend they be heard. So, kick out the wife and/or kids, shut off the phone, lock the door, close your eyes, turn up the stereo, and let your mind do the rest. For me, each CD was an exhilarating experience in raw, powerful noise.

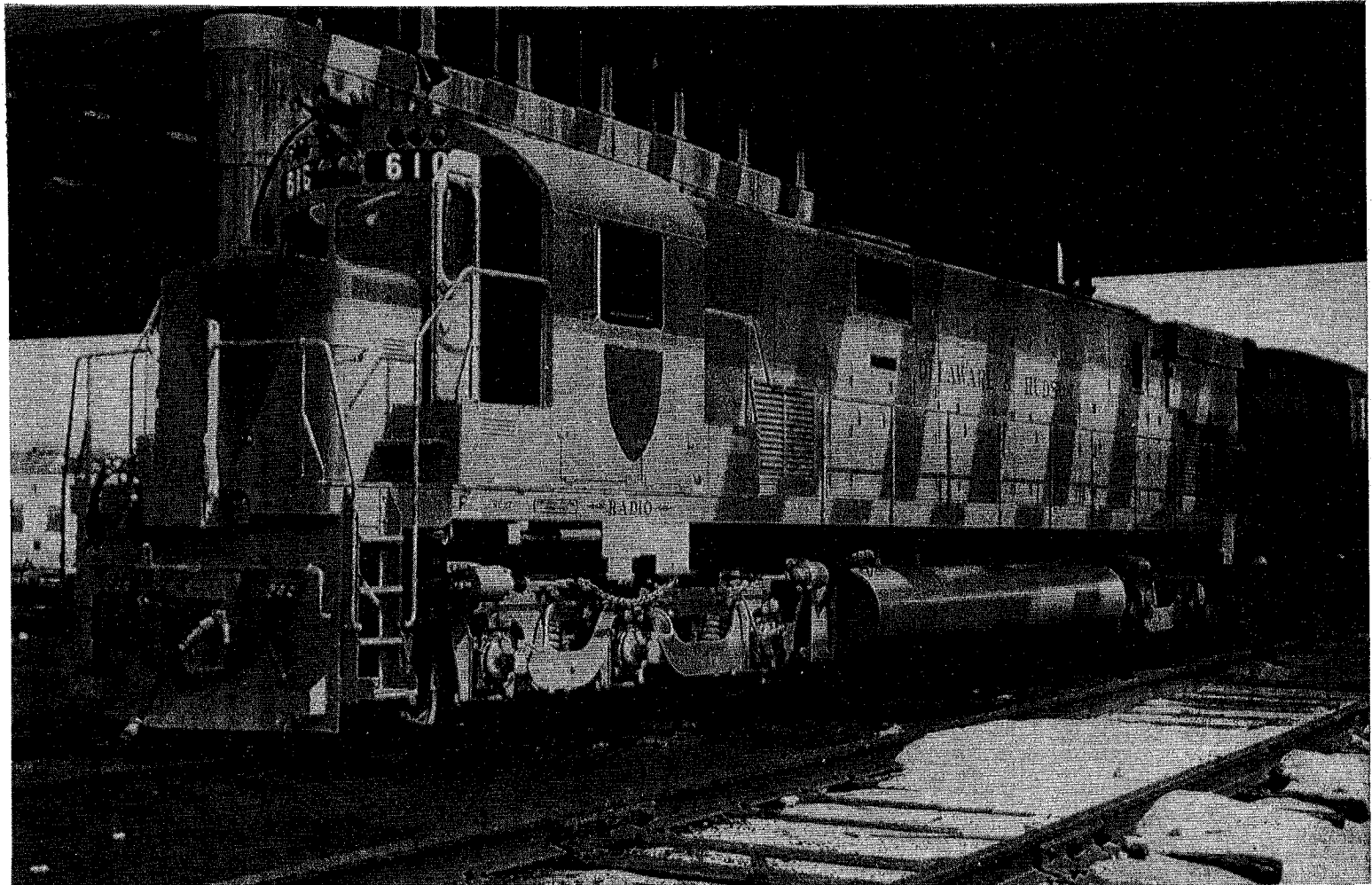
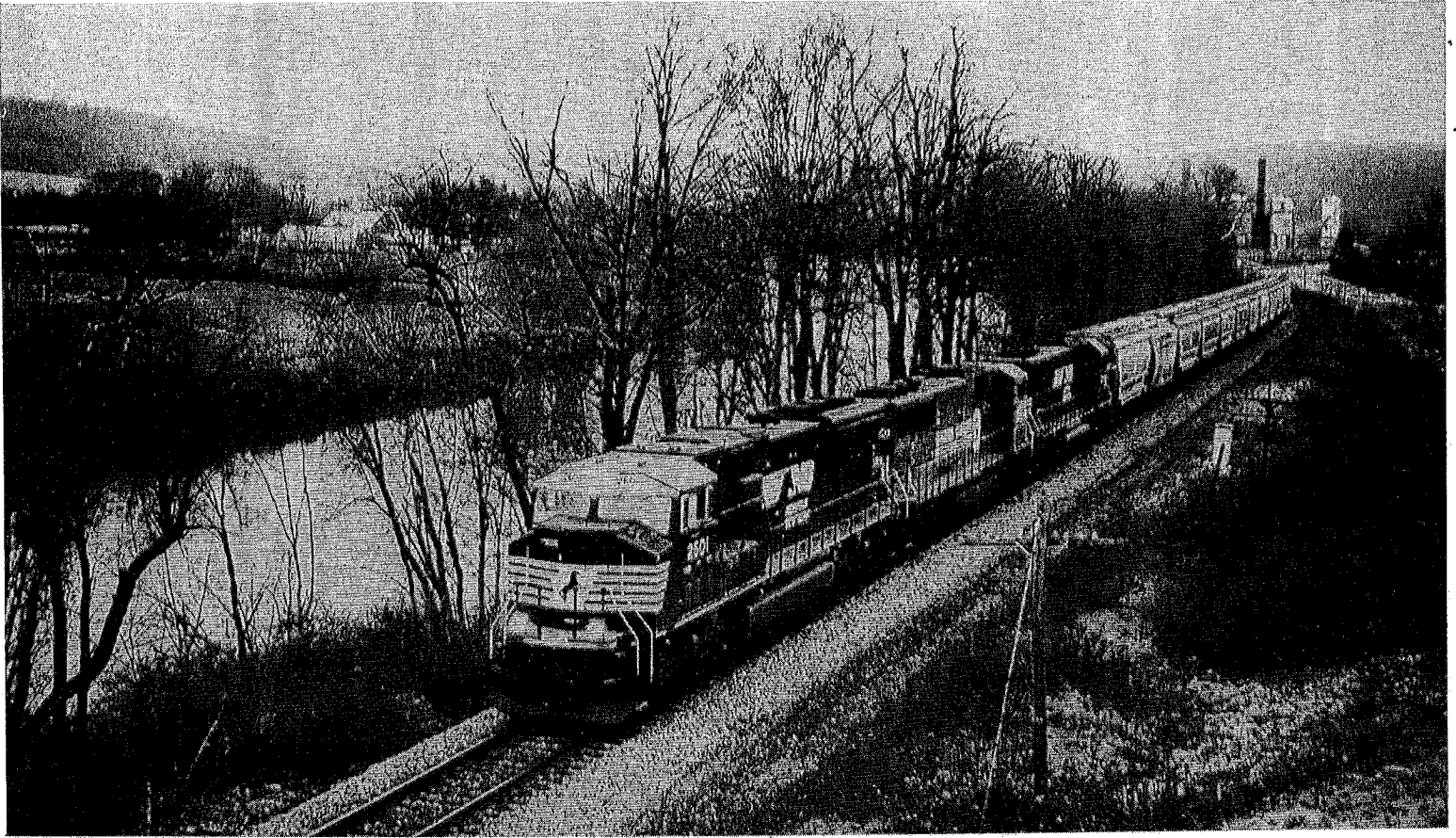
On the first CD, I tested with animals. My cats were dozing on their window sills while birds chirped softly from the speakers. Then along came a train and the whole house shook. Wide-eyed and ears pinned back, the cats freaked; some even scrambled outside for cover. That day, they came back into the house only when called for supper. I have the best sound testers on four paws. Jay's CD's have surpassed all my expectations.

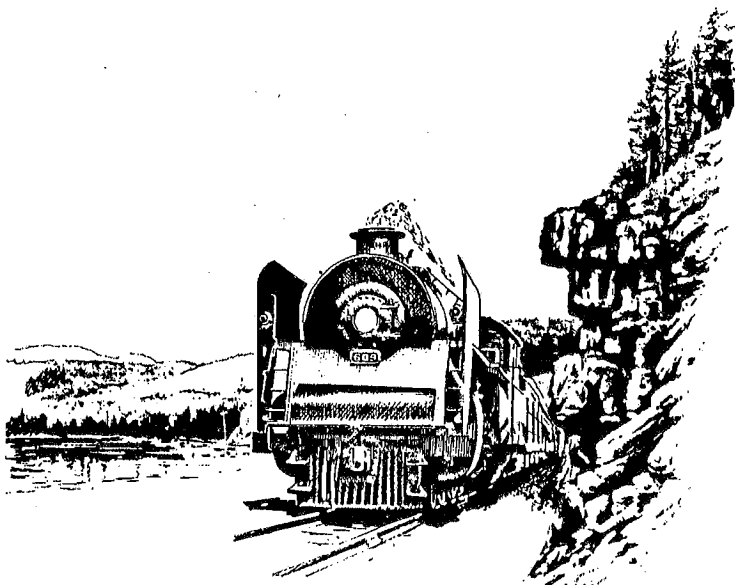
I'm also very impressed at how clean, crisp, and clear the quality is. He did a great job producing these from the old master tapes, much better than I did with my own 1970's - 1980's masters.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Photos on page 21:
 Top: D&H lightning-striper 7307 leads CP/D&H train P-1 at Terrace Drive, near Conklin Yard in Binghamton. May 31, 1990 photo by Sam Botts.
 Bottom: D-L train PT-98 eastbound at Henry's Crossing, near Henryville, PA. June 21, 2006 digital photo by Sam Botts.







North Country Recollections

by Bob Bergevin

Freight cars derail in Moriah

Twelve freight cars jumped the rails in Moriah, NY on August 6, closing Mullen Bay Road for a few hours and shutting down train traffic for an anticipated 24 hours.

The 107-car freight train, traveling from Saratoga to Montreal, carried some undisclosed hazardous material. "But nothing involved with the derailment itself", said Donald Jaquish, assistant director of Essex County Emergency Services.

Some children playing along the CP Rail tracks saw the car tip over that began the incident, he said. Another witness who called in the accident described a large dust cloud erupting from the long line of cars, said a state trooper based at Westport. And there was a lot of noise, she added. "Everybody down there heard it", said Jaquish.

That didn't include the engineer, who needed his gauges to tip him off. Police

said he noticed the train had lost pressure, so braked to a halt. That was when the CP Rail dispatcher called with the report of cars off the tracks. The engineer walked the length of the train, counting the dozen derailed cars, some of which, said Jaquish, suffered a great deal of damage.

The mishap occurred between Mullen Bay Road and Woodall Way. No major vehicular routes were blocked, said Jaquish, but access was cut off to

Mullen Bay, where several camps are situated. "They had to disconnect the derailed cars then move the train forward", he said. Reopening rail traffic would be a far more lengthy task, he continued. "There's a lot of track damage", he said, noting CP Rail officials thought it would be 24 hours before the rail would reopen.

Sections were shifted as much as three feet from the railroad bed, he marveled. "It looked as if something failed on the car" that derailed first, he said, describing deep slices in the railroad ties from the rogue cars. And it appeared as if, after the cars left the rails, the train had continued on for some distance, he said. State Police said the damage extends about three miles.

Both freight trains and Amtrak passenger service relies on that single track; Sunday, travelers heading south disembarked at Plattsburgh and were bused from that point. An Amtrak representative said late Sunday that while the derailment was noted, it appeared the trains would be running today. "All sold out", she said.

No one was hurt in the wreck, Jaquish said, noting the train carried only two riders, the engineer and conductor. And most of the cars, 96 of them, rode empty. One of the 11 loaded cars did rupture in the derailment, spilling its contents on the ground. "That was a concern at first, because we didn't know what it was", Jaquish said. "(But) it was plasticized pellets."

The tracks running through that part of Essex County seem to have more than their fair share of train accidents, he noted. In May 2002, while traveling through an area off Route 9N called "The Rock Cuts", a locomotive struck a boulder, rupturing its fuel tank and spilling 700 gallons of diesel

fuel. A derailment south of Westport that August included a chemical spill; the sodium chlorate ignited small blazes and sparked a forest fire of about an acre in size. The most memorable wreck, said Jaquish, was a derailment in 1995 that sent several freight cars through the ice of Lake Champlain near Port Henry.

Sunday's accident drew response from State Police, Essex County Sheriff's Department and Emergency Services as well as local fire departments. Said Jaquish, "Another day in Essex County."

From the 8/7/06 Plattsburgh *Press-Republican*. And the next day, the following ran:

Crews remove damaged freight cars

Twisting and hauling 30-ton boxcars up the railroad embankment took hours Monday, August 7, as crews worked in the hot sun to right 13 Canadian Pacific Railway freight cars that jumped the tracks Sunday in Moriah. By noon Monday, crews from a derailment company had reset more than half the cars.

With giant clamps attached at opposite ends, side-boom bulldozers ratcheted each from a jumbled pile with a gritty squeal of metal. Some were dented on top, where they had been hit from a car above. Others had metal ripped and twisted off. Engineers spoke via headsets and radios buzzed up and down nearly three miles of destroyed railroad tracks. "That's number seven", said one crew member as a dozer pulled the crippled and empty car away from a staging area. It would be reconnected to a "hospital train" that, by day's end, moved slowly - 10 miles per hour - north on the undamaged line to a side track, he said.

The freight train derailed on a stretch of track that climbs parallel to Mullen Bay in Moriah. The secluded dirt road runs along Lake Champlain and is thickly populated with summer camps and year-round homes.

While Sunday's freight-train wreck destroyed several cars and completely tore out a half-mile of track, no people were injured, said Don Jaquish, deputy director of Essex County Emergency Services. But they heard it. "People who live nearby said it sounded like a big, huge roar. Way down in the beaches they could hear it."

Supervisor Tom Scozzafava (R-Moriah) watched Monday while workers remounted a boxcar to its wheels and axle. Some local children had placed pennies on the tracks and were waiting about a mile north of where the train derailed, he said. They heard the cars crash and ran for help. "They said it sounded like an earthquake. The noise was continuous, lasting - (it)

Photos on page 22

Top: It's New Year's Day, 2005, and the grey gloom has eclipsed the sun on the A&S main, as a loaded 72-car NS 629 salt train glides alongside the Susquehanna River near Bainbridge, NY. The winter salt runs were interchanged with the VRS in Whitehall, NY. Photo by Gary R. Schermerhorn.

Bottom: D&H C628 610 looks as if CN applied a paint job to its carbody. The Alco appears to be resting in Bevier Street Yard in Binghamton during the construction of I81. The steel for the interstate is in place, but not the deck, so the sun gives the unit a CN tiger-stripe appearance. From the collection of Robert A. Moore.

seemed like an eternity – only a minute”, Scozzafava said.

The cars had jackknifed over the embankment into a wooded area. “Our biggest concern was what’s on board”, Scozzafava said. “But CP Rail is excellent. They work very closely with the community, Emergency Services and with the manifest (list of goods carried).”

Jaquish said barrels of hazardous materials carried at the front of the train were not involved in the wreckage, “so we didn’t worry about it.”

Freight engines carry a black box that monitors the train’s motion and tracks; that will be reviewed by the Federal Railroad Association. “There is software used to examine speed, weight and track distance to determine what the problem was”, Scozzafava said.

Railway engineers started assessing and clearing the site at 7 p.m. Sunday. A staging area for resetting the cars was established about 1.5 miles north of the derailment, about a mile from the railway overpass on Route 9N and 22. Overhead lights were arranged on the western edge of the tracks so the operation could continue at dark. A few giant boxcar springs littered the tracks Monday, which was red with plastic pellets that had spilled from one car.

Besides the half-mile of destroyed lines, about three miles of track were completely stripped of ties, Jacquish said. Workers said the new track was being built farther down the line toward Albany and would likely be brought up and set in place by today. “Midnight is what they’re telling me”, Jacquish said.

From the 8/8/06 Plattsburgh Press-Republican.

100 Years Ago – 1906

David Wilcox, president of the Delaware and Hudson Railroad Co., arrived at Hotel Champlain and opened his cottage, where he will spend the remainder of the season. The guests at the hotel now number nearly 400, and from the present outlook there will be a great many more before the season closes.

Paul Smith’s railroad, six miles in length, extends from Lake Clear to Paul Smith’s Hotel begins operation.

From the files of the Plattsburgh Press-Republican.

RR travel guides changed with the times

As transportation, lodging and the needs of Adirondack travelers changed from the 1890s to the mid-1900s, so did the language and artwork in New York Central railroad travel guides. Yet the focus on the great outdoors remained constant through-

out the years, as it does in today’s Adirondack travel guides published by local newspaper companies.

Contemporary Adirondack travel guides have a heavy emphasis on outdoor recreation and special events. They are organized by community and include photographs of activities and scenes of waterways and mountains. They are also filled with advertising and are published merely to make money for the newspapers. Readers of these travel guides may not even pick up copies of the newspapers that publish them. Even so, editorial copy is aimed at serving the traveling public, which is more mobile than ever and increasingly dependent on technological needs such as cell-phone service; wireless Internet connections and local geocaching sites.

Most of the travel guides from the New York Central & Hudson River Railroad, with service through the Adirondack Mountains from Herkimer and Utica north to Malone, lacked advertising. There was no need; the travel guides themselves were advertisements for the railroad company. Their job was to give Adirondack travelers the necessary information on where to go, where to stay, what to do and, most importantly, how to get there. The title of the 1909 New York Central travel guide sums it up best: “The Adirondack Mountains and How to Reach Them”. The audience was the traveling public. More precisely, it was New York Central customers.

In its 1892 Adirondack travel guide, the New York Central introduced Dr. William Seward Webb’s Adirondack & St. Lawrence Railway from Herkimer to Malone. It included more illustrations than photographs and had a heavy emphasis on its stations, stagecoach connections, outdoor activities and specific hotels in the newly formed Adirondack Park. Webb’s railroad soon became the Adirondack Division of the New York Central Line.

In the early 1900s, the New York Central travel guide copy became more general, with sweeping descriptions of sub-regions of the park and its major communities rather than specific hotels and resorts, as was common in the 1890s. Tag lines for the Adirondack Mountains on these pages included, “One of America’s Foremost Playgrounds” and “Health - Happiness and Real Fun in the Great Outdoors.”

It became apparent that sub-regions, communities and waterways were often the same. And so it was easy to organize chapters by names like the Fulton Chain of Lakes, Lake Placid, Saranac Lake and Tupper Lake. It was a stroke of luck for the New York Central that its Adirondack Division ran along what was known as the Great Adirondack Canoe Route, from Old Forge to Paul Smiths. It presented a natu-

ral opportunity to highlight canoeing in the mountains.

Fishing, boating, camping and hunting were all popular early on, yet the list of outdoor activities grew with every decade and finally included archery, horseback riding, skiing, tennis, golf, tobogganing, sailing, bicycling, hiking, waterskiing, sunbathing, horse racing, swimming, ice skating and dog sledding.

By 1917, the New York Central Lines was printing more photographs than ever before in its travel guide, “The Adirondacks”. Scenic photos of lakes, mountains and waterfalls were included among photos of people enjoying summer and winter activities. Plus, there were everyday scenes: Men and women in their Sunday-best outfits leaving church; a group taking a steamer trip on Raquette Lake; three young children on a swing set; a family having a picnic next to their guideboat (“Doesn’t This Make You Wish You Were There?”); two boys swimming in a lake; a group of men “Trapshooting Amid Primeval Surroundings”; men in uniforms playing baseball on an Adirondack diamond; a group from the Conservation Department stocking an Adirondack lake with trout; and a man, woman and girl taking a motorboat for a ride on a lake.

The 1917 guide includes information specific to the Great Adirondack Canoe Route, with maps of the route, its carries and railroad service along different sections: Old Forge, the Fulton Chain of Lakes and Big Moose section; Raquette Lake and vicinity; Long Lake and vicinity; the Saranac and St. Regis waters; and Paul Smiths and Loon Lake. The canoe sections also detailed the species of fish inhabiting the waterways. For example, there were brook trout, lake trout and northern pike in Raquette Lake, and black bass and northern pike in Long Lake.

The laws regarding the use of state lands were included: fishing, hunting and camping regulations. Plus, visitors were encouraged to “prevent forest fires” with tips such as “DON’T leave your camp fire until you are sure it is out.” By the 1930s and 1940s, the New York Central travel guides added lists of hotels, boarding houses and golf courses, organized by community, and sections for boys and girls camps and dude ranches.

Not only did the New York Central provide essential information for visitors traveling through the Adirondacks, it gave them contacts for buying land and staying in the Park. Sections for Adirondack real estate dealers were printed in the travel guides I saw for the 1930s and 1940s.

From the 8/20/06 Plattsburgh Press-Republican.

A travel guide for a shrinking world

Through the miracle of technology, news of worldwide violence reaches us in seconds. CNN is our town crier. With every conflict, it seems the neighborhoods in our global community grow closer together, thanks to satellites, even though our differences set us further apart. We are connected, sometimes inharmoniously, more than any other time in our human history. So it's strange to read an 1894 "Health & Pleasure" travel guide from the New York Central & Hudson River Railroad boldly claiming that "The Earth is Shrinking."

Sir Edwin Arnold - who never flew a private jet into the Lake Clear airport or had the opportunity to frantically drive an SUV from Nassau County, Long Island to Essex County in the Adirondack Park via the Long Island Expressway, the New York State Thruway and the Adirondack Northway - was quoted in the New York Central's guide as saying, "This world we live in is becoming sadly monotonous, as it shrinks year by year to smaller and smaller apparent dimensions under the rapid movement provided by limited passenger trains and swift ocean steamships." Trains? Steamships? What was he thinking? They are so dial-up.

Sir Arnold's quote was a perfect springboard for the New York Central to tout its Empire State Express, which "has ...to a greater degree than any other force on this continent aided this shrinking process." As the self-proclaimed "fastest train in the world", it could transport a traveler in record time. You could have breakfast in New York City, and, by passing more than 440 miles during the day, have dinner in Buffalo or Niagara Falls. The world was shrinking, even in the 1890s, and I'm not sure it can shrink any more.

So let's travel back in time, to the wonderful world of railroading in the Adirondacks during the Gilded Age, with the help of New York Central & Hudson River Railroad travel guides. Many of these guides can be found in the Adirondack Museum's library. They transport us to a time when this great experiment we call the Adirondack Park was brand new. So was the Mohawk & Malone Railway, also known as the Adirondack & St. Lawrence Railway.

The year was 1892, the same year the New York State Legislature founded the Adirondack Park, and Dr. William Seward Webb, president of the Wagner Palace Car Company, finished building his Adirondack & St. Lawrence Railway northward from Herkimer and southward from Malone. While the "joining-of-the-rails" ceremony was held near Twitchell Creek on Oct. 12, 1892, the first train from Herkimer to

Thendara ran on July 1 of that year, and the line from Malone to Childwold opened on July 16. The first through-train from New York City to Montreal ran on Oct. 24, 1892.

The New York Central dedicated several pages to Webb's railroad in its 1892 travel guide brochure, "The Adirondack Mountains", written by Frank H. Taylor. Webb's soon-to-be-finished highway connected to the New York Central in Herkimer. The 1892 travel guide featured photographs of hotels and was illustrated with romantic scenes of hiking and camping parties, canoe carries, fishing, boating, hunting, wildlife and "moonlight in the forest". It highlighted popular communities in the Adirondacks and specified which hotels to visit and what attractions to see. It offered information on hunting and fishing laws, camping, "Adirondack Boats" and winter recreation. It gave travelers essential information about "Day Line" steamers, stagecoach service at each station, and connecting railroads.

Over the decades, the New York Central issued a variety of publications to guide travelers to the Adirondack Mountains, and all of them had maps of railroad service. Most didn't have advertisements, but one stands out as a simple "advertorial" publication: "Resorts in the Adirondacks", circa June 1897. It was a folded map in brochure form with 20 pages: a front, a back and 18 pages of advertisements from Adirondack hotels. It is a wonderful snapshot of hotel history from the 1890s. For example, the Leland House and Cottages on Schroon Lake "opens June 24, 1897". We learned that the Forge House in Old Forge was "under new management" and the proprietor, F.E. Schenck, was also running the Kushaqua Lodge on Lake Kushaqua. With a red line, the map showed all the stops along the New York Central's Adirondack Division, from Herkimer to Malone and northward to Montreal.

In the back of the 1892 travel guide, the New York Central listed the companies and products involved in its Empire State Express, including Wagner Palace Cars, equipped with the Perfected Wagner Vestibule. Webb got a sweet deal that year:

"At the beginning of the Summer season of 1892, all the through trains of the New York Central will be equipped with new and magnificently-appointed Wagner Palace Cars, directly from the shops of that company, at Buffalo." Shortly after it opened, Webb's railroad highway through the Adirondacks became known as the New York Central's Adirondack Division, and Webb had his own station on Lake Lila at Nehasane Park. After 1892, Webb and millions of travelers could finally reach new destinations in the Adirondack Park by

train, in style and with New York Central travel guides in hand.

From the 8/13/06 Plattsburgh Press-Republican.

Pub Note:

Of course, the Central wasn't the only railroad to penetrate the Adirondacks. Our own Delaware & Hudson reached even deeper into the Adirondacks via its route running from near Plattsburgh to Lake Placid, the only surviving remnant of the Chateaugay & Lake Placid being today's Saranac Lake to Lake Placid section, operated by a tourist line. Another branch went to North Creek, the upper segment of which is now operated by the Upper Hudson River Railway. The D&H also had another route in the deep woods, to Ausable Forks, which left the main near Plattsburgh. That line is also gone....JB

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

Reminiscing from page 8

reliance on an atlas, we found the location of the depot. Someone has an old caboosie up by the track, but the area is posted and strangers are plainly not wanted. We moved on past Washington and into Hinsdale.

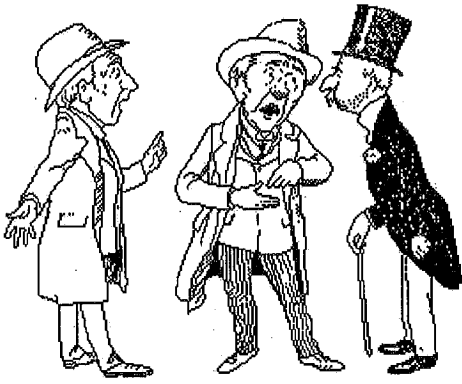
If we had more time I would like to have returned to Hinsdale another day. Near the top of the grade it has two tracks, with an open view to the east and trains climbing the grade a mile or more away. There must often be meets at this location. There is a circle here around a gazebo in a little public park. It is just off Main Street, and there are restaurants and stores.

Very shortly, the westbound *Lake Shore* rolled up the grade and on towards Pittsfield. I heard the DS tell the crew that the eastbound was approaching State Line. A few minutes later, the GP40-2 we had seen at Chester came up the siding light. He had left the nine gons somewhere. He was soon followed into Dalton by Q430 a long manifest.

A bridge is under construction near the Crane Paper Mill, which makes the special stock used in U.S. currency. This created a detour, and we never saw the power for Q430, but his long train was stretched out across the Pittsfield yard as we turned south on U.S. Route 7 to return to Lee. It was dinner time and I was soaked through to my underwear. As David P. Morgan observed, "This business of being a railfan is not for daisy pickers."

Phil's company is always fun and pleasurable, and we had a wonderful day of blue drizzle, blue diesels, and the 2006 version of "Whistler's Western".

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH



Good Stuff!

*Stories about the railroads
and workers we see every day*

edited by Jim Bachorz

We occasionally run across some wonderful stories about the railroads around us and/or their employees. Sometimes they're about the D&H, sometimes they are not. They can be informative, humorous, interesting, or maybe just a good tale. In any case, they are "good stuff".

If you have a similar story to tell us about, please send it in to the Publications Office. If you're hoarding a clipping about some employees or the railroad that you found interesting, please consider sending a copy to the Publications Office. Such "good stuff" must be shared!

This month's item is by Bob Cudmore. It appeared in the *Schenectady Gazette*.

Rockton Wye was gateway to rest of world

A recent column about the Rockton Wye section of Amsterdam, NY prompted a query from Amtrak engineer and railfan Paul Lerner: "Are you aware of the origin of the name Rockton Wye?"

A native of Gloversville, Lerner is working on a history book about the Fonda, Johnstown & Gloversville Railroad (FJ&G). The Rockton Wye is the intersection of Clizbe Avenue, Lyon Street, Hewitt Street and Northern Boulevard. A "wye" in railroad terms is a track configuration resembling a triangle, with each point leading to a different route.

The FJ&G was a traditional railroad linking the cities in its name along with branch lines to Broadalbin and Northville. In the 1890's, the railroad also established electric trolley lines in Johnstown and Gloversville.

The electric trolley car came to the Carpet City with the Amsterdam Street Railway Company in 1890. By 1901, the line expanded to Rockton, and some pictures show trolleys with the name Amsterdam & Rockton Street Railway. In 1902, the line was extended to Hagaman. Also in

1902, the Amsterdam trolley company was acquired by the FJ&G.

Starting in 1911, the three way intersection known as the Rockton Wye was built to connect the FJ&G trolley lines that went from the Rockton Wye to Hagaman, Amsterdam's Vrooman Avenue and Market Street in the city.

Lerner wrote, "The track configuration at that point permitted the trolleys to run direct to and from Hagaman via either the original line up Market Street Hill or via Vrooman Avenue and also, by a connecting track, directly around the city, hence the term "belt" line. Stockholders of the railroad had interests in electric power, real estate and industry besides providing local transportation. Trolleys ran both directions around the "belt", offering the new residents of that area a convenient means of getting to Main Street, their employment, local recreation areas, and the world via the New York Central Railroad. As an aside, those new homes in Rockton would use electricity generated by a company in which the president of the FJ&G had a principal interest."

Lerner said there were problems with trolleys that had to climb the severe grade on Vrooman Avenue. "One was never quite sure when the car wouldn't be able to make the turn at East Main Street descending, or, equally as dangerous, when the car wouldn't be able to get up the hill, sliding back to East Main", Lerner said. "Men were employed by the railroad to place sand on the rails when conditions required additional traction. As an additional safety measure, the cars were equipped with magnetic brakes.

"By relocating the junction with East Main Street west to Lark Street and using Forbes Street to avoid part of the hill, much of the danger was eliminated. Some of your most experienced readers may be able to share firsthand accounts of riding that line."

The Vrooman Avenue line was abandoned in 1928. All FJ&G electric trolley service ended in 1938, supplanted by bus transportation. And whether bus service will continue in Amsterdam continues to be a story in the local news today.

"I suppose otherwise the Rockton Wye was unremarkable", Lerner concluded. "Created as a function of providing trolley transportation for the growing city, it is interesting that the term is being carried on. The rails embedded in the ground at the location of the wye, the bridge abutments across the creek, and the curve from Vrooman into Forbes are reminders of the early days in Amsterdam when you could hop on a trolley and travel to find your future."

Bob Cudmore shares stories about Mohawk Valley history every Monday at 7:40 a.m. on his show on AM 1570,

WVTL. You can also listen online at 1570wvtl.com. Bob Cudmore's "Focus on History" columns from the Schenectady Gazette are archived as a searchable data base at mohawkvalleyweb.com.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

At the Signal from page 10

Here's another can of worms to open by the digital dinosaur. If it's any consolidation to Mr. Moore [MEAN Mr. Moore ...JB], I still am on the fence about surrendering totally to the all-digital electronic method, especially concerning the long-term benefits and pitfalls of archival preservation (CD's and DVD's versus a sheet of slides). Also of concern is the vulnerability of a digital camera in the field itself, given the Northeast's extremes of hot and cold temperatures and moisture. Of further concern are a digital camera's batteries and sensitive electronics, as well as the bangs and scrapes that can occur when setting up a shot or walking to a remote location; a battle-hardened film body seems to handle that better.

However, no one can really argue the long-term benefits in cost savings that digital photography brings versus film, especially today where so much of our world and way of life is connected by an internet world and digital tools. Film - especially slide film and quality processing - seems to get more difficult to come by every year as the declining profits in this forum continue, as overall usage in film by the average consumer rapidly declines.

Many of my fellow hard-core shooters have already made the digital switch and love to gloat whenever I get a scratched slide back from roll-the-dice Kodalux processing or complain about crappy weather, which for some reason digital seems to handle much more effectively. Until my financial situation rapidly improves and I can plunk down eight bills on a decent Nikon D70S body, I'll continue to carry on with my prehistoric slide and print film and scan the best ones to digital form. I just may be one of the last of the breed of my kind. To my other fellow dinosaur film camera users out there staring at the dawn of our extinction on the horizon, I bid you good hunting!

Pub note: *You and others may be among the last of the diehards, but our contributors continue to be among the best.*

For this issue, we ran a test. Two photos were screened (by a photo house) from digital images sent by Sam Botts. We de-JPGed them into TIFs, used a good inkjet printer to make the masters, and sent them off to the photo house. We shall see if 2-3 mb quality JPGs, well manipulated, can cut it....JB

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Off the 'Net

edited by Jim Bachorz

The LV and the RUT

From Robert J. Davis, via Rob Dennis: In the latest issue of the Rutland RHS's *Newsliner*, editor Bruce Curry has a fascinating piece contrasting the results of the labor actions against the Rutland and the Florida East Coast in the early 1960's. Mr. Curry mentions that during this tumultuous time in railroad history, the Pennsylvania was allowed to gain full control of the Lehigh Valley "for whatever that was worth". That one comment is overshadowed by the rest of the work, but it got me thinking about two things: the similarities between the Rutland and the Lehigh Valley, and the reason that the PRR made the move to control the Valley.

In many ways the LV has more in common with the RUT than its anthracite country neighbors. The two roads are members of a select group of lines that attempted to find riches by tying American ports on Lake Ontario to the rest of the Northeast. In company with the Lackawanna and the New York, Ontario & Western, these four roads tried to make the likes of Ogdensburg, Owego and Fair Haven into major shipping points. (It's true that the New York Central, Pennsylvania and Baltimore & Ohio also docked on Lake Ontario, but these roads balanced out their routes with distant gateways. Of the four in this comparison, only the LV and DL&W went further west, and only as far as Buffalo.

The Lehigh Valley gave up Lake Ontario in the 1930's. The O&W quit wholehog in 1957. The Rutland went out in 1961. Only the DL&W continued to serve the Lake Ontario shore, as a part of the Erie Lackawanna.

Now, the similarities of all four:

- 1) All four had marine operations on the lake until forced to divest.
- 2) All four had significant milk traffic.
- 3) All four had tapped mineral resources which eventually petered out or moved to trucks (remember the RUT not only had marble on-line, but the Addison Branch was built to move ore from New York State).
- 4) All four had balanced a mix of on-line minerals, milk and bridge traffic. By the mid-1950's, the mix was shaken up and each was trying to rely just on bridge traffic.
- 5) All four had been the subject of merger talks by 1960.

Here's where the LV and RUT become more similar:

- 1) In the year 2006, one large continuous chunk of the RUT and LV main routes survive, though neither serves Lake Ontario anymore.
- 2) Both of these pieces (LV Oak Island, NJ to Pittston, PA) and the RUT (Bennington/Bellows Falls to Burlington) have segments busier now than any time since World War II.
- 3) Both are being used as alternatives to traditional trunks. The eastern end of the Valley has replaced the PRR main line as the main east-west freight route across New Jersey to Harrisburg. The Vermont Railway has turned the Green Mountain Gateway into a competitor to the traditional B&A and B&M routes across Massachusetts.
- 4) To contrast with the O&W and the DL&W, the O&W is gone, save for a few miles here or there. The DL&W has been chopped up into segments, with only the 100 miles or so across PA supporting any meaningful freight traffic.

You may or may not agree with my conclusions, but it has been an interesting topic to ponder.

Now as to Mr. Curry's commentary on why the PRR acquired controlling interest in the LV. According to Bruce Archer's book, "Lehigh Valley Railroad", the PRR stepped up in 1960 to try to control the LV as a means of protecting a significant strategic investment it made in the line in 1928 to ward off its acquisition by the NYC. That's the conventional wisdom, and it seems quite plausible.

I'd like to suggest that there was also another factor in play, which may also have helped fast track the move. The LV served the Bethlehem Steel mill in that company's namesake city. The PRR was a major supplier of ore to the plant, via the steel company's ore dock on the PRR in Philadelphia and the western gateway to the Great Lakes via Mount Carmel. Remem-

ber all those cool color photographs from the mid-1950's of two or three PRR 2-10-0's battling with ore cars into Mount Carmel? That was Bethlehem ore to be interchanged with the LV.

Both of these routes relied on the Lehigh Valley for the last miles into the steel mill. Unlike any business on the RUT, the Bethlehem mill was still a major player in 1961 with some of its greatest work still to come (the World Trade Center towers among them).

Just some thoughts to share.

What's a Hojack?

From Richard F. Palmer, via John Shaw:

"Hojack": What's really in a name - it wasn't a horse or a mule.

Although the rail lines north of Syracuse, both abandoned and existing, have passed ownership from Rome, Watertown & Ogdensburg to New York Central, to Penn Central, to Conrail and finally CSX. This railroad has from time immemorial, been known as the "Hojack".

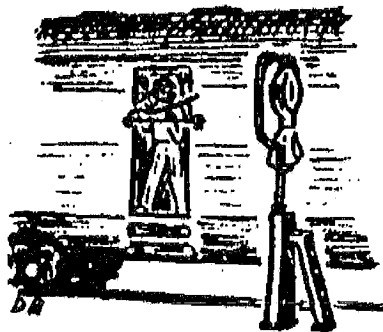
The origin of this title seems to be lost in the mists of antiquity. Attempts have been made to determine the origin of this nickname, but without much success - until recently.

The term applied to the entire system, stretching from Massena to Lewiston; Rome to Cape Vincent via Watertown; Sacketts Harbor to Utica via Carthage; and from Richland to Syracuse. The portion of the line from Oswego to Lewiston, running parallel to the shore of Lake Ontario, was always known as the "West Hojack". Joseph Hughes, an old-time New York Central conductor on the St. Lawrence Division of the New York Central, said he was told the term Hojack originated when one man standing on the main track for some reason waved his hand to another man on a siding and hollered in derision, "Ho, Jack."

Still another story was that men on the division were in the habit of saying "Hello, Jack" to each other. One often-quoted story is that the term Hojack originated from the engineer of the first train in 1851 between Rome and Cape Vincent, who was named Jack Welch (often called "Big Jack"). Welch used to be a farmer and was more familiar with horses than steam locomotives. When he stopped the trains, he would shout "Whoa, Jack!". This supposedly evolved into Hojack over time.

Especially railroaders have fondly called the RW&O by its nickname, Hojack for generations, not really knowing what it means. It seems that in the early days of the railroad, a farmer in his buckboard

(continued on page 28)



The Mail Car

Mail from our favorite source - our readers!

Correction

Last month, the *Bulletin* published a piece about Bruce Sterzing that Jim Shaughnessy picked up off the internet. Although we used quotes for it, we didn't make it clear that Jim found it on the internet, but was not the author. We apologize for any confusion we created.

Interestingly, the item dovetails nicely with a *Trains* magazine article about the last days of the Rock Island, and someday soon we hope to reprint that article. The FRA didn't exactly cover itself in glory there, either.

Photo location ID

from Mike "Breezy" Bischak

I just received the September issue. I like to glance over the photos before I dive into and read it front to back. I stopped dead in my tracks to study the photo on the bottom of page 11.

Those pushers are passing under the PA Rte. 171 bridge in Simpson, PA, just two blocks from my house, where I used to play and watch trains as a kid. This is the D&H side of the main tracks (east side) coming out of Carbondale yard. The Erie's main tracks were to the west side of the yard. The train is already passing through the interlocking at WC Tower and onto the Erie's Jefferson Div.

The rear pusher is indeed a K class Northern (300). The lighted number board in the running board is a give-away.

The siding in the lower right was to American Welding (later Fab Weld) and is still there in the weeds behind a chain link fence. My daughter and I ride our bikes along the old roadbed here.

The bridge in the background is a road bridge that led to American Welding and today to Carbondale Ready-Mix Cement and Doyle & Roth Manufacturing. Doyle

& Roth occupies part of the old American Welding buildings.

Just before the bridge, right behind the tender of the Northern, is the NYO&W connection to their Scranton Div.

The tall building in the extreme right above the road bridge is the Fell Brewery (since raised and now a parking lot for Gentex Corp.). The church in the extreme left, just ahead of the 1500's exhaust, is Holy Trinity R.C. Church.

This might be more than anybody wants to know about an old picture, but it isn't too often I see one taken in my home town, especially from this angle.

And the engine was???

from Tim Richmond

The top photo on page 11 of the September, 2006 *Bulletin* is in error. The lead engine is, in fact, a J class 4-6-6-0 1500-series Challenger. It is followed, however, by an H class 1600 series 0-8-8-0, not a 2-8-0 Consolidation, and the trailing engine is definitely a K class 300 series 4-8-4 Northern, not a 4-6-2 Pacific.

I'm sure you've already received several comments to this effect by now. It's people like you who do things that make mistakes. The only people who don't make mistakes are the ones who do nothing!

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Off the 'Net from page 27

drawn by a balky mule was caught on a crossing at train time. When the mule was halfway across the tracks, he simply stopped. The train was fast approaching and the farmer naturally got excited and began shouting, "Ho-Jack, Ho-Jack." Amused by the incident, the trainmen began calling their line the "Ho-Jack". But that's not what the word means.

An article in the *Syracuse Herald* of May 11, 1926 sheds more light on this subject. This was a feature article about the work of the New York Central police force in Syracuse. Of course this was during Prohibition, and vagrants were riding the rails. The article states these people were classified by railroad men into three categories: the hobo, the hojack and the tramp. "The hobo", according to Inspector F.E. Welch of the Second Railroad Police District, "is a person who will not work, but will steal. It is custom to pillage and rob stores in small towns and hop a freight to the next town or village, there to repeat the procedure. A hojack works now and then, dresses fairly well

and although always with some funds, will not pay for railroad transportation. The tramp is a harmless sort of a person who, through laziness alone, will not work. However, he is honest and generally care-free and happy. He spends most of the winters in jail and in the summers roaming the country."

The following is an excerpt from an article in the *Syracuse Post-Standard* of Jan. 12, 1906:

Edict against Hojack: Central employees ordered to drop the nickname.

Henceforth in the lexicon of the New York Central Railroad there is to be no such word as "hojack" if the authorities of that road can render the use of the word obsolete. An order, it was said last night, has been privately issued to the employees of the RW&O division, prohibiting them from using the objectionable nickname.

The question then arose as to why the term would be objectionable. Obviously the edict did not work, as Hojack has continued to prevail right to this day. It soon became obvious that the term meant something completely different than people have concocted over the years, which tend to be unsubstantiated folklore.

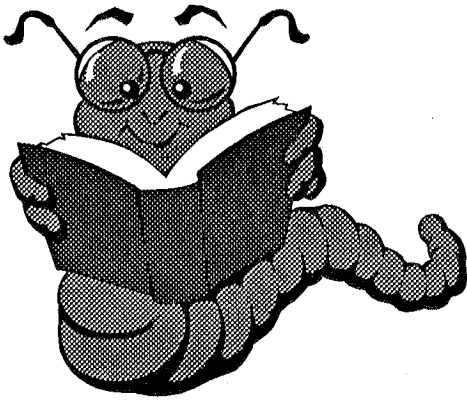
It was also discovered that the term Hojack applied to the RW&O division at least as far back as the early 1900s and probably before, as newspaper articles refer to trains being late due to bad weather on the Hojack.

Still further evidence shows that the term Hojack was by no means confined to the RW&O. Even the Erie used the term. The Port Jervis *Evening Gazette* of Feb. 5, 1880 claimed it assigned this name to the way freight.

Port Jervis *Evening Gazette*, Oct. 28, 1879: While the Hojack was backing down to the depot Wednesday afternoon a horse in a team attached to a wagon from the country got its foot fast between the rail and the bed of the track in a manner similar to that which a horse belonging to Thomas Cuddeback was ruined some time ago. It was with a great difficulty that the horse Wednesday was saved from a similar fate. The foot was got out just in time to get out of the way of the train.

Port Jervis *Evening Gazette*, Feb. 5, 1880: The name Hojack, which the *Gazette* gave to the way train leaving here for the west at 1:30 in the afternoon, sticks closer than a brother, and the train is now generally known by that name. A branch of the Milwaukee Road in the midwest was also known as the Hojack, according to the late Freeman Hubbard, long-time editor of *Railroad Magazine*.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Media in Review

this month by **Steve Wagner**

In the magazines

The September Railpace has two photos **Jim Shaughnessy** took recently at Super Steel Schenectady, located in Scotia, NY. They were the latest Green Goat switcher built for the U.S. Army, and several TurboTrain power cars and coaches sitting in the weeds out back (on the Pan Am line).

Classic Trains for fall focuses on "Mail by Rail: The Fast Trains and Elite Crews of the Railway Mail Service". Of special interest is a piece by Bert Pennypacker on his work as a high school student in Coatesville, PA, helping transfer mail between PRR trains and the local post office. A longtime observer of the north-eastern rail scene and a prolific railfan author, Pennypacker wrote an article on the Delaware & Hudson published by **Railroad** magazine in the late 1940's, and "117 Years of D&H Steam Power", printed in the June 1963 **Railroad**.

I know that before their elimination in the early 1960's, Delaware & Hudson passenger trains between Albany and Binghamton carried mail and a working Railway Post Office. Did the D&H also carry mail between Albany and Montreal?

Trains for September has a thoughtful article on what can be done about the vandalizing of railroad cars by graffiti "artists". That certainly is an annoying problem. Most of the 92 cars in a freight train I watched in Ayer, MA August 13 had been defaced by vandals. In addition, as soon as graffiti on the walls of the Porter Square T Commuter Rail station under Massachusetts Avenue in Cambridge, MA is painted over, new ones are made.

The same magazine has a map of the U.S. and Canada showing the "lifts" performed at intermodal facilities in a recent year. None of the U.S. yards farther northeast than northern New Jersey are as

active as the larger ones elsewhere in the country.

Upcoming

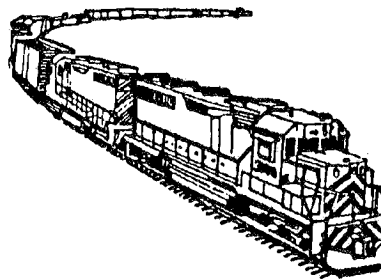
"Locomotive", a special edition of **Trains** due out in late September, was advertised as containing, among other features, "Alco revival, a look at six-motor Alco's and MLW's in road service on three eastern carriers". That surely must include Delaware-Lackawanna operations based in Scranton.

Also included will be "Old Soldiers", a photo feature on the SD40-2, one of the most successful locomotive types ever built. These six-axle diesels - which remind me of puppies with feet that look too big for the rest of them - were the most numerous locos used on the D&H in the 1990's after the Canadian Pacific bought our favorite railroad. Many came from CP's own huge fleet, but many other units that originally served the Kansas City Southern and Union Pacific were obtained second hand, and still more were leased from at least two other sources. Guilford's last two SD26's will also make an appearance.

Video note

A film of the nationwide tour of the original Burlington *Zephyr* (c. 1934?) shows a bridge in Schenectady with the D&H script herald.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Local Wayfreight

A mixed freight of rail items
by **Bill Kozel**

Mad Dog off the leash

I dug my way out of the kennel for a series of trackcar runs and had every intention of writing a column, but my mother took a turn for the worse and has been the cause of a great deal of unexpected time. I think that is OK considering she took a great deal of time changing my diapers.

Member **Bill O'Connell** and I ran the B&A from Searsport to Millinocket, ME and spotted several D&H hoppers in stone use by the MM&A. There is no time for details now as I am leaving for a back-to-back trackcar run on the Ontario Northland to Moosonee, ON, from Cochrane and then

for a pair of runs on the Kawartha Lakes Railroad. I'll be back with stories for sure.

Another day at Colonie, July 20, 1983

2310	defective turbo
413	"B" overhaul (at Colonie for about a year)
7618	Apply #5 head
5004	change A.C. (aftercooler???)
507	change #1 & #2 wheelsets
2312	change R4 & L3 power assys.
5008	change air compressor
7412	crank case pressure...change #11 head
7608	defective turbo
7407	defective turbo/change water pump
4118	load box
7415	oil report...water/fuel tank leaks
5018	rear coupler pocket broken
5006	change #1 & 3 bearing
756	clean ports

assignments:

4099 Waterford
5005 SC-30
5002-7601 SC31

Many thanks to member **Mike Bischak** for these details.

165 on the ground

I got word on Monday, August 7, that D&H train #165 went on the ground at 2:29 a.m. 12 cars derailed in a rock cut at Mullen Bay. Quite a mess, but nothing dangerous, and luckily all derailed cars were empties. Winters to the rescue for the re-railing.

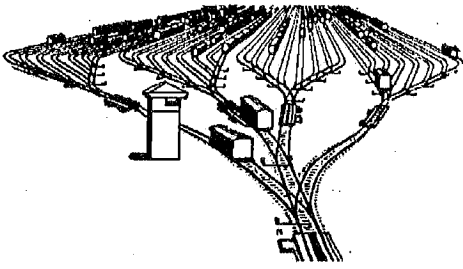
A relief crew took the head 45 cars north and through Rouses Point at midnight. D&H train #931 left its cars at Ticonderoga and took the rear 49 cars back to Whitehall. Amtrak #68 went to Plattsburgh to meet buses, then wye'd its train at Bluff and returned to Rouses Point, where it tied up on #1 Farm track. A crew taxied up the following day to bring the train to Montreal for the first #68 after line opens.

Amtrak #71 unloaded passengers at Whitehall to bus to destination, and backed the equipment to the Magic Triangle (CPF478-480-CPC24) and return to Rensselaer. An extra train 515 went to Whitehall with the VTR gas train and brought the VTR interchange back to Saratoga. A work train was planned for 0600 hrs out of Saratoga. Track panels are coming from Montreal.

Leash is breaking

Trying to get away from home is like trying to explain the internet to an ant: impossible. And remember folks, I don't really get lost all the time, I'm just investigating alternative routes.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



The Receiving Yard

by Doug Barron

Replies to August and September issues

I would like to thank everyone who sent me an e-mail or mentioned that they liked the special August issue.

Steve Wagner wanted to know about the cover. The picture came from an overhead transparency that I had. It was made from a photo, but the photo didn't have any information about where or when it was taken, or the photographer's name.

In Robert Moore's column, he wrote about photos that Gary Schermerhorn and I had published and that Gary had gone digital, but I was still using Kodachrome for my pictures. I have been shooting slide film since the early 1980's. When I was getting serious about taking pictures, a friend of mine gave me some good advice; he said to get a good quality camera, and to use slide film, because if you send stuff to magazines they need slide film to work with, and to photograph everything.

Recently the camera that I have been using was starting to show its age. I called someone who repairs cameras and was told to clean and repair the camera would cost \$90. Therefore, I asked myself if I wanted to put \$90 into the camera, or should I think about getting a digital camera. I have a small digital camera that I use for family pictures, but it is limited in what it can do, compared as to what my film camera can do. When I told my wife I was thinking of getting a new camera, she told me that she had a camera that she had bought many years ago, but never used it; it was stored in the basement. I was surprised when I found it to see that it was the same model as what I had, and it was brand new. Now I'm using that camera.

The problem with Kodachrome slides is that it takes about two weeks to get the slides back from the photo processor. The other problem is that the boxes no longer have a sleeve around them and sometimes the box is crushed. As for getting pictures published, the magazines are just now starting to use more digital photos. I think if the price of quality digital cameras comes down and the quality goes up, and Kodachrome becomes hard to get, then I will look into getting a digital camera.

Doug Barron

Last running BL2 catches fire... On August 16, the Stourbridge Line tourist train was returning from Hawley to Honesdale, PA, when a fire erupted inside BL2 locomotive #54. Firefighters responded to extinguish the blaze, and passengers returned to Honesdale on board a school bus.

The BL2 was acquired by the Wayne County Chamber of Commerce in 1988 from the Bangor & Aroostook Railroad, and it is among the very few of this type of locomotive. It is unknown if the BL2 will return to service.

Railpace

Girl is killed in train-car collision... On August 17, a 17-year-old girl from Rome, NY was killed when the car that she was riding in was struck by a CSX freight train. Four other teen-agers in the car were injured. The accident occurred around 6:30 p.m. at a crossing that doesn't have warning lights or gates because it is a private crossing. There is a stop sign at the crossing, but it was covered by foliage. The road is a dead-end road that leads to a quarry near the Mohawk River in Rome, NY. Police say there was no evidence that drugs or alcohol were involved in the crash. The 48-car train was traveling west from Selkirk, NY to Salem, IL when it hit the rear of the car on the driver's side. Rescue crews had to extricate at least two of the teens using hydraulic tools.

Albany Times-Union

Schenectady's Silver Diner reuse proves challenge... The high cost to renovate the long-defunct Ruby's Silver Diner on Erie Boulevard is making it a hard sell to developers, but Schenectady's city officials are not giving up hope of finding some user for the former D&H railcar.

The city took over the diner for unpaid taxes in 2000. It has remained vacant and is in serious disrepair. Proposals have been floated over the years to move the diner or put it to other use, such as turning it into a hobby shop or making it an attraction at the nearby Schenectady Museum and Planetarium. None has come to fruition. The cost to renovate the diner could easily reach \$500,000. The diner seats approximately 30 people and first opened in 1936. It offered a full meal for 35 cents and catered to the lunch crowd from General Electric and the movie crowd at night. It became Ruby's Silver Diner in 1975. It changed hands again in 1996, and closed a year later.

The American Diner Museum in Rhode Island calls the Silver Diner one of the few remaining converted railroad car diners in the United States.

Schenectady Gazette

Mechanicville, NY condemns former D&H station... City officials have condemned the dilapidated and boarded-up

former D&H station in what was the heart of Mechanicville's bustling rail industry. The former train station, which a local historical group is attempting to acquire for a planned rail-theme museum, is in dangerous condition according to signs posted on the building's two entrances.

The building, which has been vacant for years, has been deemed unfit for people to inhabit and continues to deteriorate. But for the moment, it is structurally sound. Several areas of the brick walls are showing signs of settlement, and in some areas, the bricks have become dislodged.

The building was to be turned over to the Mechanicville Heritage Society. The group is looking to turn the building into a museum of Mechanicville's storied history as a bustling train hub from the late 19th to mid 20th centuries. The 121-year-old building was built by the Delaware & Hudson Railroad and for decades was a central part of what was once the third largest rail hub in the country. After the station closed, it was later purchased by radio station WMVI and used as its base of operations until the radio station moved out in the early 1990's.

No taxes have been paid for many years. The historical society has agreed to pay all of the back taxes as a condition of taking stewardship of the property.

The station, which was at the heart of the city's revitalization plan, has the support of city hall and officials plan to assist the group with building efforts.

Schenectady Gazette

Boston & Maine's GP38-2's... In the July 2006 issue of Model Railroading is an article on the Boston & Maine's GP38-2's. The article, written by George Melvin, covers GP38-2's #201-212 from their arriving on the B&M in December 1973 to their leaving from Guilford and going to a new operator, Kansas City Southern, in 1989.

There are 15 photos with the article, showing the engines in their basic blue paint scheme, the later blue that was also worn by the GP40-2 in 1979, the #200 (former 212) in Bicentennial garb, the Guilford paint scheme, and finally in the KCS gray.

One photo shows B&M GP38-2 #205 leading a mix of Guilford units on the Delaware & Hudson near Oneonta, NY on June 23, 1987.

Model Railroading

Strangers on a train... U.S. Border Patrol agents are boarding Amtrak trains to question passengers in Rochester, NY. This is raising complaints from immigrants to civil-liberties advocates.

The Border Patrol agents are from U.S. Customs and Border Protection, which is a division of the federal Department of Homeland Security. Three months ago, the

Border Patrol started making frequent random searches, up to several times a week, on Amtrak's *Lake Shore Limited* during stops in Rochester, and occasionally in Syracuse.

The *Lake Shore Limited*, which runs between New York City and Chicago, never crosses the United States-Canada border, but in both Rochester and Syracuse, it is within the 100-mile margin of the border in which the agents can operate. Agents started the unannounced searches of the trains without informing Amtrak about the stepped up enforcement. Since then, agents have removed an unknown number of people from the *Lake Shore Limited*, most of them for questions about their immigration status, Amtrak officials say.

Now the word is getting out in the immigrant communities of upstate New York: if you're illegal, don't get on Amtrak. And if you're legal, be sure you can prove it, right there on the train. Border Patrol officials say the searches are nothing out of the ordinary, and that agents have had a longstanding practice of searching trains at the station in Depew, just outside Buffalo.

An Amtrak spokesperson said that Amtrak is cooperating with the Rochester searches even after the fact that the Border Patrol started them without telling Amtrak. "We understand there's a need for them to be doing what they're doing, and given that there have been terrorist bombings of commuter and passenger trains in England, Spain and India in the last few years. Rail security is a huge issue for the United States right now."

The New York Civil Liberties Union has received [just] one complaint from an Amtrak passenger about the Border Patrol searches. The executive director of the NYCLU said, "It appears to be yet another example in a growing list of concerns about people's ability to move about without government interference." Amtrak officials had a meeting with the Border Patrol about the searches. The searches are still done at random, without any announcement explaining who the Border Patrol agents are, or what they are doing on the train, and Amtrak has no plans to provide those explanations during the searches.

All of this adds up to making train travel a difficult and annoying experience [for some], and [some say it] may not be the most effective way to guarantee safety. For now and the indefinite future, passengers riding the *Lake Shore Limited* can expect random searches by Border Patrol agents and occasional detaining of passengers in Rochester. Albany **Metroland**

ACLU plans to sue MBTA over limits to photographing the T...The American Civil Liberties Union of Massachusetts has

threatened to sue the MBTA over its unwritten policy limiting photographs on T property, saying the practice is a violation of the First Amendment and state constitution. The ACLU was approached by several amateur photographers who said they had recently been prohibited from taking photographs of the T from public property, or while lawfully traveling on the system.

MBTA officials acknowledge that the T has no written policy on photography on its system. However, T police are allowed to question photographers and, if necessary, ask them to stop taking pictures. The General Manager of the MBTA has security concerns, citing the terrorist bombing in London and Madrid as examples of the agency's need to be vigilant, saying, "We need to consider ourselves as prime targets for terrorism."

A letter that the ACLU sent to the MBTA said in part, "We respectfully submit, however that prohibiting photographs of or on transportation vehicles in full view of the public is neither reasonable nor necessary."

Similar photography limits are in place at other transit agencies, MBTA officials said. At the Metropolitan Transportation Authority, which runs New York City's subways, a proposed ban on all photographs and videotaping on all subways and buses met with so much opposition that the authority dropped the plan. That agency's current unwritten policy is similar to the T's; it allows people to take pictures as long as they are not in "sensitive" areas. An MTA spokesman said police have the authority to ask a photographer to stop taking pictures.

Boston **Globe** via **Callboy** (Mass Bay RRE)

MBTA to add security cameras...The MBTA has approved a \$3 million plan to increase the number of security cameras in the subway system by more than 60%. This means an additional 186 surveillance cameras will be installed throughout the system.

The project is being funded entirely by a grant from the U.S. Department of Homeland Security. By next April, the MBTA will have 488 cameras in operation at every subway station on the Red, Green, Orange, Blue, and Silver Lines. It will mark the first time that security cameras will be in place at every single subway station.

Images from the cameras will be monitored from several locations, including the MBTA Operations Control Center, the Transit Police Department, and the Massachusetts Emergency Management Agency's "bunker" in Framingham. Video footage from all of the cameras will be retained for thirty days.

MBTA

Search for the shield...In West Willington, CT, former D&H caboose #35985 is being used as a bank. Where the Delaware & Hudson lettering was, it now says Tolland Bank. It is attached to a building that might have been a station or a building that was built to look like a station. It is adjacent to the New England Central, the former Central Vermont RR.

I saw a photo of this caboose on eBay; the same caboose is mentioned in the "D&H Color Guide to Freight and Passenger Equipment" book.

Doug Barron

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Black Flags

by Gene Corsale

This column's purpose is to recognize those CP/D&H employees who have passed away. Please write to me at 59 Outlook Avenue, Saratoga Springs, NY 12866 if you have information for or regarding this column.

The BLHS has the sad duty to report the following D&H employee and/or retiree death(s):

Joseph J. DeCerce

Joseph J. DeCerce, age 90, of Halfmoon, NY, died Sunday, July 23, 2006 at the Albany V.A. Hospital, after a very short illness.

He was employed by the D&H Railroad as a machinist and a laborer in Mechanicville, retiring in 1973 after 35 years of service.

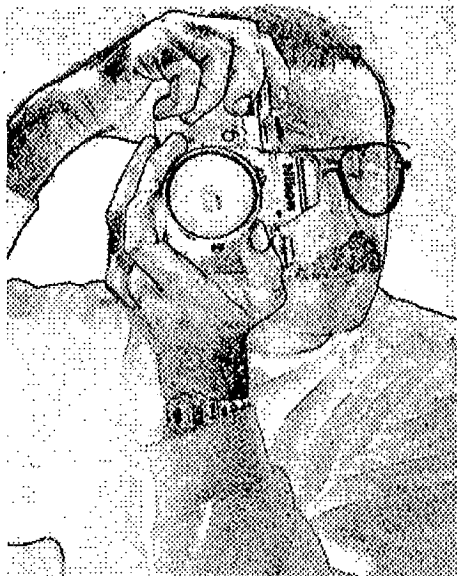
Michael F. Messoro

Michael F. Messoro, 90, of William Street, Mechanicville, NY, died Sunday, August 6, 2006 at St. Mary's Hospital, Troy.

Mr. Messoro worked for the Delaware and Hudson Railway in Mechanicville for 15 years before retirement. Previously he worked for Alco of Schenectady for 20 years.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Through the Viewfinder

by Tony Bucca

HIATOGA

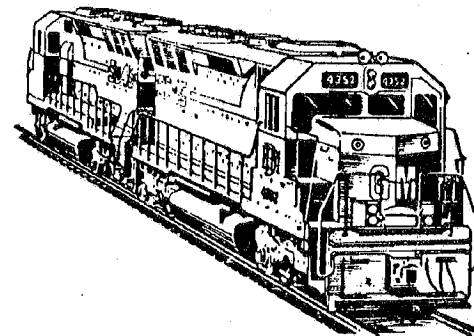
*(With apologies to
Henry Wadsworth Longfellow)*

By the tracks at Saratoga
by the bright lights of the station
stood the man with graying temples
set to go upon vacation.
Comes the news across the speaker
there will be a slight delay
"The freight must pass, your train waits
before it will arrive today
just two hours" says the voice
"before you will be on your way."
Call the neighbor - "Come and get me"
says the man with graying temples
"You must bring me south instead
I must make it to Schenectady
If I am to leave today"
Down Route 50, cross the Freeman
Alco factory to my right
Pull up to the Amtrak station
catch the train in fading light
catch the train that brings me westward
Water-level route I take
following the mighty Mohawk
past the locks newly reopened
bearing scars of floods this year
Past the city of Rochester
Home of the Great Yellow Father
Kodak Film that I will use
loaded in my trusty Nikons
As I go upon vacation
By the shores of Itchy-Scratchy
By the Big Sea Shining Waters
Stands the City of Chicago
Stands the Great and Windy City
Railroad Center of the Nation
Pulls the train into the Station
short layover I must endure

before I continue on my way
up into the tall Sears Tower
Black skyscraper by the shore
awesome views of this great city
then back on the train today
cross the prairies of the midwest
rumbling on into the night
'til we get to Colorado
from the train I do alight
hook up with my traveling partner
to the north we turn our jeep
chase the train at Antonito
then continue to Durango
where we are to spend the night
Off we go at early morning
to the station with delight
Ride upon the Goose that Gallops
up the hills outside of town
deep into the San Juan Forest
camera snapping as we go
Animas river far below
creep along the high rock ledges
Silverton our destination
mining town of some acclaim
streets of dirt and old bordellos
turned into quaint tourist shops
bite to eat and check the station
bones of boxcars all around
hop the bus Durango bound
Goose that Gallops rests its feathers
before it will return to town
On this morning we will wander
to the station bright and early
catch the first train up the canyon
past the yellow water tanks
past the hulls of broken boxcars
touch the clouds as we roll by
three-some hours through the pine trees
past the aspens turning gold
even at the end of August
air around is getting cold
By the shores of Animas river
blue-green waters tumbling down
creeps the mighty old steam engine
creeps the mighty four eighty two
then emerges from the canyon
brings us in to Silverton town
bowl of stew at Chattanooga
snap more pictures round the station
exercise the trusty Nikons
film and digital used today
many gigabytes will be eaten
by the mighty D2X
many feet of Kodachrome
will traverse in the N80
back on board the yellow coaches
narrow gauge from early times
snakes the train into the canyon
spot two brown bears on the way
capture them on compact flash card
bits and bytes to save the day
ride the train down to Durango
almost four gigs shot today
Through the next days we will travel

chasing trains along the way
taking pics for panoramas
four-wheel low we put the jeep
crawl across the highest passes
Ophir, Corkscrew, California
Ridgeway, Montrose and Ouray
waiting for the lone train whistle
to the trackside we will fly
moon the choo-choo rolling by.
The end.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



In Helper Service

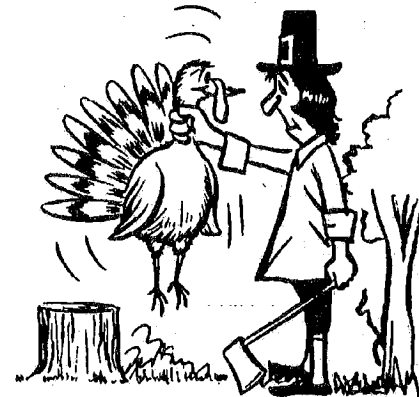
(our additional volunteers)

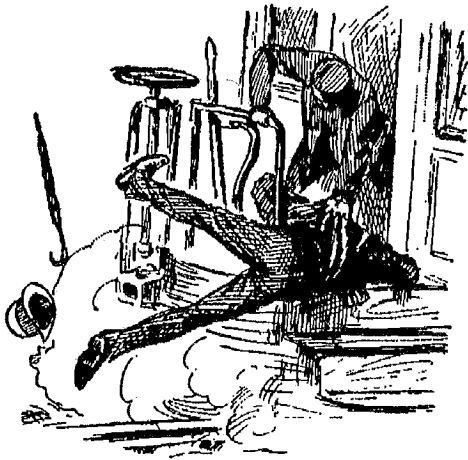
On the railroad, helpers are those engines used to assist a train over a stiff grade, such as the D&H's Richmondville Hill. In the *Bulletin*, we apply the term to those highly valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical assistance, etc. A heavy freight needs a little help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have any questions about items in this issue, please contact the Publications Office or contact our columnists directly. We are always willing to discuss your interests and concerns, and we try to make ourselves as available as possible given the constraints in our lives.

In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP/D&H; **Mike Bischak**; **Sam Botts**; **Bob Cudmore**; **Rob Dennis**; **Roger Fortin**; **Larry Hart** (posthumously); **Steve Lackmann**; **Bob LaPorte**; **Stewart Milstein**; and **Tim Richmond**.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Unconvention report: 2006 by Stewart B. Milstein

In the July issue, Jim said that he and I were supposed to be going to Michigan, Wisconsin, Iowa and Illinois. We did not. We went railfanning a little to the west of the areas that Jim described in his article. As far as I am concerned, any place that I can go to take pictures of trains is a good place.

July 12

The exigencies of airline travel meant that we were going to fly round trip out of Newark to Salt Lake City and back. My trip from Brooklyn to Newark involved a subway ride to Penn Station in midtown Manhattan, a NJ Transit ride to Newark, and the Air Train to the terminal. The ride took less than two hours. Jim flew in to Newark from Albany. Due to thunderstorm activity, however, we were over four hours late leaving Newark. In all, Jim spent 8½ hours in Newark, endured five gate changes that had him traipsing from one end of the terminal to another, and was finally rewarded with honorary citizenship in the State of New Jersey.

When we finally landed in Salt Lake City at 3 a.m., the car rental counter was closed and there were no cabs. We called for a cab and the hotel, whose van service had closed at 10 p.m. local time, picked up the tab. The decision to guarantee a room was well-founded.

July 13

We split up this morning. Jim went back to the airport to get a car. I stayed in the motel to guard the luggage; it was either that or drag it back to the airport. I quickly learned that there is nothing worth watching on cable between 9 and 11 a.m. Finally, though, we were on our way.

We shot an empty potash train heading east toward Soldier Summit, but there would be no more trains that day that we could photograph. US 6 east toward Colo-

rado allows you to look at trains, but not often photograph them. The one highway bridge over the tracks was narrowed to one lane by construction, and the one useful exit that we noted on the map was blocked off by a person who had strung barbed wire across the exit and had turned the area into his compound, complete with llamas.

We would experience nine days of 100+ temperatures, and this was the first of those days. We ended up at Fruita, CO, just west of Grand Junction.

July 14

Eastward we drove through Grand Junction into the DeBeque Canyon. The road is on the south side of the canyon and the tracks are on the north side. Photograph opportunities are extremely limited, and this is one of those places where the best photography would be from a boat. I suggested to Jim that we might want to go rafting to get our pictures. This idea did not receive overwhelming support.

We had an Amtrak-UP local meet in the middle of nowhere (technically, at Sagers Flat Station) before we turned westward toward Nevada. On this leg of the journey, we encountered our only actual New Jersey driver, who literally meandered onto the highway, never got to highway speed, and could not decide how many lanes he really wanted to occupy.

There was no room for us at any of the inns in Ely, NV – apparently a common occurrence – so we photographed the Nevada Northern engines on their way to the sheds and proceeded north to Wendover, UT. West Wendover, NV is separated from Wendover, UT by a white line in the middle of the street. The NV side of the line was bright, noisy and packed with people and cars. Wendover is quite close to Salt Lake City, and I suspect we found a place where some Mormons go to let the hair down and to test the games of chance.

July 15

On the UP line west from Wendover to Winnemucca, we photographed a BNSF freight exercising trackage rights on the SP/UP. We ended the day in Nampa, OR, where by the light of the setting sun we photographed Amalgamated Sugar's small industrial switcher. This plant converts sugar beets into sugar, and as Jim said, it is hard to believe that something as sweet as sugar can be derived from a place that smells so bad. This was the first day that we did not experience triple digit temperatures.

July 16

It was 64 degrees this morning when we left the hotel in LaGrande, OR. It was 48 at the top of the mountain as we photo-

graphed the UP cresting the summit of the Blue Mountains crossing, Kamela. Later this day the temperature would reach 107 degrees at Mountain Home AFB. As we drove toward Twin Falls, we photographed an ex-GT unit working as a switcher at a grain silo. We were surprised to find and photograph an Eastern Idaho unit in Jerome, ID. It was at this location that we also photographed an EIRR ex-Chessie GP30 that was literally covered in oil.

July 17

Rupert, Idaho is home base for Eastern Idaho RR. We photographed many different units in many different paint schemes including a former LIRR coach that had been preserved and repainted with a side banner that read "Spirit of Idaho". [Stewart may have been crushed that it was not named "Spirit of Brooklyn", buy hey, it's EI's coach now...JB]

July 18

This is also the day we got skunked when there was no one available to give us the tour of MPI in Boise. We saw the newly painted locomotives, but we could not get past the receptionist.

UP is still a congested railroad. There were trains stacked up on the mains both east and west of Green River and Rock Springs. The energy boom (drilling and reworking oil and gas wells) has brought so many people to western states that, combined with the Oak Tree Inns being packed with UP crews, we could not get a room in Green River, and had to travel to Rock Springs to find lodging.

July 19

We headed toward the Wind River Canyon after photographing a Bad Water Railway switcher and caboose in Shawnee, WY. The Wind River Canyon is a beautiful place, with the rails on the west side of the canyon and the highway on the east side. You have to hope that there will be little road traffic, as it is hard to get ahead of a train and hard to pull off to park. It is also a very deceiving place to drive. As you motor north, you are driving downstream, even though it looks as if you are climbing. The same is true in the opposite direction. Jim calls this place Vertigo Canyon.

July 20

We explored the roads around and on top of the dam at the head of Wind River Canyon, but there were no trains. As we headed south, Jim thought he spied a headlight at a bulk transfer plant we had photographed yesterday in Bonneville. We went back to the plant, and found a switcher that we had not seen there yesterday. And then

we spotted a northbound BNSF freight. The chase was on to get back to Wind River Canyon.

As the rains came down, we kept taking pictures. It rains twice a year in this canyon, and we caught one of those two days. As we looked south toward the other end of the canyon, it was aglow in sunshine. After we had stowed all the gear, Jim seized the scanner and growled, "And you did not say a thing!"

We drove north through the Powder River Basin, continually marveling at the pace of railroad operations. This place still reminds me of the NYC subway system simply for the volume of rail traffic.

Jim has accused me of being too narrow in my shot selection and he blames it on my photographing short subway trains. While there may be a modicum of truth in his over-generalization, it is also true that with a unit train of coal, or a stack train, do I need to get the entire length of the train, as all the cars are the same anyway?

July 21

We followed the BNSF line east out of Gillette, WY and photographed a coal train in Newcastle, WY. It was in Newcastle that we managed to photograph a LORAM rail grinder in operation. We crossed into South Dakota at a place called Dewey, where the BNSF double track becomes a single-track line. We found railroad congestion in Dewey, and managed to shoot four coal trains in less than 20 minutes. We drove south on Toadstool Road toward Alliance, NE photographing BNSF coal trains going to and from the Powder River Basin. Later that day a highway construction worker asked if we had really driven on Toadstool Road with our car (a Camry sedan), as he called the road "gumbo".

After we secured lodging in Alliance, we headed east of town to the American Electric Services plant. It was my second trip to this site and Jim's fourth visit. We were both looking to photograph the elusive 100-ton GE switcher that was supposed to be sitting in front of the plant at the end of the shift. Neither of us had ever acquired a satisfactory picture of this unit. But today, there it was, in all its red paint and white trim. We jumped out of the car and clicked away.

The coal dust problem was evident east of Alliance when we saw an eastbound coal train, more than 250 miles from the Powder River Basin still spewing coal dust as it rolled along. There was so much dust blowing off this train that we both thought that there was another diesel running alongside the train on the adjacent track.

July 22

As we drove back toward Crawford

Hill, we spotted a manifest train heading west. This unusual train was carrying three Boeing 737 fuselages on flatcars, right behind the locomotives. We followed it halfway toward Crawford Hill. We then spent a delightful 2+ hours in the morning light on Crawford Hill, photographing the trains as they climbed and crested the summit. There were DP units on every train, and at least two of them had 3-unit pusher sets as well.

July 23

We had hoped that driving through Denver and Colorado Springs early on a Sunday morning would eliminate the traffic problems that we would have encountered in the morning rush hour. How wrong we were. Metro Denver continues to spread north and south along I25, eliminating photo spots and adding visual congestion. The shots at Palmer Lake are no longer as wide open as they used to be. The epitome of the spread of urbanization was characterized in Grasslands, CO, where we came across a young lady riding a horse at a dude ranch. She had the reins in one hand, a bored expression on her face, and a cell phone to her ear. For over a half hour, we searched for the right word to describe to scene, to no avail.

A large backup at Larkspur, CO for a rodeo, as well as the volume of Sunday traffic, convinced us to head south and westward via Canon City and the Royal Gorge. We photographed the scenic train's F-unit in Canon City and again at Parkland. We also managed to shoot the only UP train that runs on the Canon City line. It was delivering empty coal cars, and we got the unit as it passed abreast of the F-unit.

It is a shame that the Arkansas River line is out of service. There are shrubs growing in the gauge and on the embankment, and some thief has removed many line poles east of Leadville. I would hope that one day the tourist line would run as far as Texas Creek.

July 24

We photographed the two units of the Leadville, Colorado & Southern tourist line this morning.

Jim was vehement in his denunciation of the spandex-clad bikers that were cycling toward Leadville as part of some cycling event. He was quite annoyed when they strayed out of the bike lane into the car lane, even though we were driving in the opposite direction. "Live and let live" did not seem to have made any effect with Jim this morning.

[Avoiding the oncoming cars that were forced to swerve into our lane to avoid the Spandex people (in the other lane) had something to do with it...JB]

The UP line (now called the RG main by UP) from the west portal of the Moffat Tunnel to Colorado Springs was totally devoid of trains. Jim said that the line had more trains when it was DRG&W than it has with UP. I called Amtrak, and they said they had no service in CO except Denver and Fort Morgan. As we knew that Glenwood Springs was an Amtrak stop, we stopped into the station for information. The agent told us that every Monday through Thursday until August 15, the UP line would be closed for 40 miles of track replacement; thus, no *Cal Zephyrs* on those days. I would have loved to have photographed a train in Byers Canyon.

Overnight was back at the LaQuinta in Fruita, the only motel we visited twice on the trip.

July 25

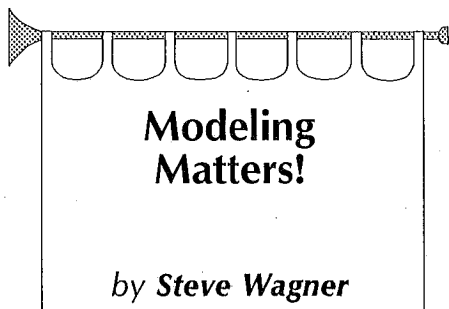
We drove back through Helper, UT and, with permission, entered the Utah Railway facility to photograph some of their units. A violent lightning, thunder and rainstorm prevented us from getting shots on the east side of Soldier Summit. On the west side of the summit we did photograph a few eastbound units.

July 26

UP put on a great show for us in Echo Canyon this morning. On three separate occasions we tried driving back toward Salt Lake City from Castle Rock, only to pick up a train on the scanner or see a train coming east up the canyon. We executed U-turns and went to a predetermined spot to take pictures, usually Emery or Castle Gate. The best show of the morning came as a result of hearing about Amtrak's *California Zephyr* [*neatly solving the mystery of what happened to the CZ on Monday through Thursday, when it doesn't go via the RG route...JB*] on the scanner. The eastbound train was running eight hours late out of Salt Lake City. We photographed at the bottom of a reverse S-curve as it leaned away from us. It was a magnificent location and shot. That afternoon we shot the steam train on the Heber Valley Line.

The day ended with another afternoon thunderstorm that was preceded by a sandstorm. The reward for enduring the storm was a double rainbow of intense color and long duration.

[The Greek community in Salt Lake City, at one time one of the largest in the nation, has lost many members, dropping from 35,000 to just 7,000. They have moved out, headed to California, Chicago, and New York City (Astoria), according to a local "taverna" owner. I had to wonder if the rather closed Mormon society made
(continued on page 38)



Modeling Matters!

by Steve Wagner

Atlas O Trainman D&H RS3's

On August 28, Jim Weaver of Atlas O informed me that the arrival of the forthcoming RS3's in the firm's Trainman line has been put off from October 2006 until June 2007 so that the locos can be sold as parts of train sets as well as separately. They will include two in the Delaware & Hudson's beloved blue, gray and yellow lightning-stripe livery. The delay may actually help me come up with the wherewithal to buy one! (A powered Trainman unit should cost about the same as a dummy unit in the regular Atlas O line.)

"Big Fellow"...

...was the title of a short essay by David P. Morgan that accompanied photos by Jim Shaughnessy of the Delaware & Hudson's Alco Century 628 locomotive #603 in the November 1964 issue of *Trains*. His main point was that impressively large locos were being built again.

Atlas O shipped its new C628's July 26. My dummy unit, decorated as D&H 609, reached me August 9. I'm very pleased with it. O scale allows reproduction of small details that most toolmakers would ignore when preparing an HO scale locomotive, let alone an N scale model.

Kadee HO D&H covered hopper

The new announcements posted at kadee.com August 15 included a two-bay Delaware & Hudson PS-2 with the proper channel sections at the ends of its sides. The model replicates D&H 12089, as shown in a photo taken by Jeff Martin that appears on page 84 of the "D&H Color Guide". (Kadee can work pretty fast; Jim Odell gave Jeff's original slide to their people at July's NMRA national convention and show.) The car was built in 1955 but shopped in December 1973 and repainted gray with minimal lettering and a solid shield in blue. (The model appears to have a white border around the shield that I don't see in the photo.) It's Walther's order #380-8620, \$41.95 list. Kadee always ships new models immediately after announcing them; Walther's had the car by August 23.

Improving NPP HO D&H Northern's

Noting that brass models of the Delaware & Hudson's 4-8-4's made by Nickel Plate Products keep showing up for sale on eBay, Geoff Ross, who has one himself, has offered some ideas for dealing with one of the loco's quirks that significantly affects its operation.

In Geoff's words, "The major problem with the engine, and one that the manufacturer made an attempt to correct, was the front pilot truck. The original truck was mounted using the screw that held the frame to the boiler through the cylinder saddle. The truck had a half moon-shaped slot that was used to provide side-to-side movement. The truck was kept on the track by pressure from a coil spring that fit around the screw. This truck constantly shorted out and the locomotive would not negotiate curved track. NPP received complaints and provided a fix: a new truck that was mounted to the bottom cover of the frame using the front screw. The truck was mounted on a spring arm. This gave more movement and supposedly solved the shorting problems.

"I have a copy of the instruction sheet NPP provided for the fix if someone out there needs it. NPP claimed the original truck was true to scale and the replacement would allow negotiation of 24-inch curves. The original, they claimed, was good for 32-inch curves. YMMV [which I gather must mean 'your model may vary' - SW]. Of course, there were other problems and various shorts, mostly having to do with the trailing truck. If you buy one of these engines, be aware of the fix and check to see whether it was done. Part of the mounting for the new truck required cutting off part of the original mounting screw, the part that would hold the original truck on. If the engine is only for display, this might not matter."

Thanks very much, Geoff. We're looking forward to your comments on the two HO brass models of the D&H Challengers.

Kadee HO D&H hopper cars

I probably will not have received mine in time to give a firsthand report on them in this column. Maybe next month. Meanwhile, from the reviews I've read and the photos I've examined, they appear to be gorgeous.

HO USRA hoppers with Andrews trucks...

...from Accurail in undecorated form arrived at Walther's in August. These would be highly appropriate on steam era model railroads devoted to the D&H. Walther's #112-2400, \$9.98 list.

Another HO D&H single-sheathed boxcar

On August 11, accurail.com listed a re-

run of this model, which closely resembles the Delaware & Hudson's USRA cars, with a new road number. I saw at least one car of that general type - whether as built or rebuilt with Z-bracing I don't know - in regular freight service in Philadelphia sometime between 1962 and 1964.

Accurail's model is actually based on a Canadian National car of similar vintage, perhaps marginally taller than the USRA car, and with two-part metal ends instead of the three-part ones the D&H car had. (Accurail also has a similar car with wooden ends, as the CN also did.) To model a D&H car, the fish-belly center sills also should be replaced by ordinary rectangular ones, a very easy substitution. (Models that are more accurate are available from Tichy and Westerfield.) Walther's #112-4317, \$10.98 list.

Atlas HO D&H U23B's shipping

According to the HO Forum at atlasrr.com on August 14, the container holding these locos would be shipping on August 21. Based on past experience I'm guessing that Atlas will be shipping the models about three or four weeks after that, so that the firm's original statement that delivery was estimated for September still looks good.

N scale C&O half-fluted coach (good for D&H)

InterMountain's August 7 announcement of upcoming items includes a "corrugated" Chesapeake & Ohio coach assembled from a Centralia Car Shops kit, expected in February or March 2007, with a list of \$39.95. The drawing of one side has a window and door arrangement identical to that of one side of the coaches the Delaware & Hudson bought from the Denver & Rio Grande Western in 1967. That isn't surprising, since the D&RGW cars had originally been ordered from Pullman-Standard by the C&O.

Maybe some of you who model the D&H in N scale could interest Centralia Car Shops to produce the coaches in our favorite railroad's colors and lettering. That outfit is linked closely with Des Plaines Hobbies, near O'Hare Airport in Illinois.

HO D&H girder bridge

The only Delaware & Hudson item announced by Atlas (or Atlas O) September 1 was a black girder bridge with the D&H script herald in white and Code 100 rails. It will list for \$10.95 and is expected in January 2007.

An N scale version of the bridge, Walther's order #150-2459, is also due in January, listing at \$9.95.

Still no Athearn D&H RS3's

The list of new road names released by Athearn on August 15 as coming early in January doesn't include the Delaware & Hudson. Two Alco's will be painted for the Jersey Central, which was a friendly connection with the D&H at Wilkes-Barre, PA, listing at \$89.98 each. Unfortunately, they'll be done in the CNJ's bright red and white "Coast Guard" paint scheme, which I think wasn't adopted until after the railroad's retrenchment from Pennsylvania.

D&H HO on eBay

This is just a selection of transactions in August:

A Nickel Plate Products unpainted brass K62 Northern drew two bidders and sold for \$410.95.

An IHC "D&H" semi-streamlined Pacific went to a lone bidder for \$34.99.

An Atlas Alco S4 custom painted and lettered as D&H 3035 - ironically wearing the same number as one of the two S4's Atlas itself decorated - attracted four bidders and sold for \$52.57.

An Overland brass Alco RS3 in the black scheme with yellow stripes offered at a starting bid of \$649.95 didn't draw a bid. No one bid on an Atlas RS3 in the lightning-stripe livery with a starting bid of \$69.75. A Stewart kit for an RS3 in the blue dip scheme drew two bidders and sold for \$32.56.

Two Kato Alco RS2's in lightning-stripes sold for \$50 (two bidders) and \$56.25 (eight bidders). Two Atlas Alco RS11's from the latest run, also in the lightning-stripe livery, sold for \$61 and \$63.94 (two bidders each). Another attracted fifteen bidders and sold for \$60.07.

A Stewart Alco Century 628 decorated as D&H 602 sold to the highest of four bidders for \$61.25.

An Overland brass GE U33C, factory painted in lightning stripes, drew twelve bidders and sold for \$250. An Atlas U30C (with plug for a DCC decoder) listed at a minimum bid of \$59.99 didn't sell. Another (or the same relisted) with the same starting price also didn't attract a bid.

An Atlas U23B from the first run, in blue, gray and yellow, sold to the highest of five bidders for \$45. Three more, including an unnumbered unit, offered separately at minimum bids of \$59.95 didn't draw any bids.

Two would-be buyers competed for an E-R Models (Roco) Shark nose, but the top bid of \$37 didn't meet the would-be seller's reserve price, let alone the Buy It Now price of \$58.97.

Two Proto 2000 EMD GP38-2's in the lightning stripe livery offered at BIN prices of \$74.99 each didn't find buyers in two tries. Nor did another with a starting bid of \$49.95. Neither did two Athearn GP38-

2's in a blue dip scheme variation that had been put up at minimum prices of \$59.99.

An Atlas Alco Century 424 from the first run drew two bidders and sold for \$30.

A Proto 2000 Alco PA1 with three custom painted D&H passenger cars (two Walthers smooth side coaches and one Athearn fluted baggage car) found no takers at a beginning bid of \$100; relisted with a starting price of \$90, the set still didn't draw a bid.

An Overland unpainted brass single-sheathed boxcar went to the higher of two bidders for \$129.50.

A Funaro & Camerlengo resin kit for a Seeley twin hopper as built attracted four bidders and sold for \$22.37. An O&W Car Shops brass Seeley hopper rebuilt as a triple hopper, painted boxcar red and lettered for the D&H, drew five bidders and sold for \$103.50.

No one bid on an Accurail kit for a USRA ribbed twin hopper rebuilt with panel sides offered at a starting bid of \$8.50 and a BIN price of \$9.98. An Accurail kit for a single-sheathed boxcar closely resembling a USRA car didn't find a taker at a starting bid of \$9.99.

A Varney USRA hopper car converted into a covered hopper sold to the highest of four bidders for \$11.83. An Overland unpainted brass ribbed twin "fish-belly" hopper found no taker at a minimum bid of \$95.

Two InterMountain kits for PS-1 40-ft. boxcars, from the second run and thus with properly plumb double shield heralds, offered separately went to the same lone bidder for \$9.99 each.

A Kadee PS-1 40-ft. boxcar went to a lone bidder for \$15.95. Another drew five bidders and sold for \$23.04. A third sold to the higher of two bidders for \$18.21. No one bid on yet another with a starting price of \$24.50. Four more, offered separately, went for \$20 (one bidder), \$23.49 (six bidders), \$23.51 (three bidders) and \$45 (three bidders, for Kadee #4051, D&H 18652).

A four-pack of IM-ports (InterMountain) 40-ft. PS-1's went to the highest of five bidders for \$56.95. Another, offered with free shipping, sold to a single bidder for \$64.95.

An Athearn kit for a four-truck heavy-duty flat car (without load) sold to a lone bidder for \$6.95. (The D&H did have some cars of this type; I saw one loaded at the Port of Albany within the past few years.)

Two Kadee offset twin hoppers offered separately at starting bids of \$32.76 found no takers. Nor did two Stewart kits for 70-ton ribbed triple hoppers offered separately at minimum prices of \$6.49.

Two would-be buyers vied for an Atlas America's Historic Railroads three-pack (offset twin hopper painted blue for One-onta glass recycling, silver PS-2 two-bay covered hopper, extended vision cupola caboose); it sold for \$22.82.

An Atlas PS-2 covered hopper in the as-built 1955 paint scheme found no taker at a beginning bid of \$14.95. A newly released Kadee PS-2 as repainted in 1973 sold to a lone bidder for \$33.56; another offered at the same minimum price didn't get a bid.

A black Atlas pulpwood car didn't sell at a bargain BIN price of \$11.95. A red one didn't sell at a starting bid of \$8.99. Another black one drew seven bidders and sold for \$13.61.

A pair of Atlas offset twin hopper cars painted oxide red and lettered like the cars Bethlehem Steel rebuilt for the D&H in 1967 attracted no bids at a minimum price of \$18.49 for both.

A Walthers PS-2CD three bay covered hopper painted silver and decaled with silver D&H lettering and herald sold to the highest of three bidders for \$36.95.

An InterMountain big PS-2CD three bay covered hopper with curved roof, built up, drew six bidders and sold for \$16.50. Another offered at a Buy It Now price of \$17.89 didn't sell.

Three would-be buyers competed for an Athearn Pullman-Standard 5344 cu. ft. 50-ft. boxcar (replicating one of the last cars acquired by the D&H); it sold for \$12.51.

A group of 53 D&H cars, mostly freight but a few passenger, many being kits, from several manufacturers, drew nine bidders and sold for \$261.

An unpainted Nickel Plate Products wood caboose with center cupola sold to a lone bidder for \$125.00.

An Overland unpainted brass wood "transfer" caboose (without cupola) attracted five bidders and sold for \$202.49. Another sold to the highest of four bidders for \$108.48. Yet another drew three bidders and sold for \$197.50.

An unpainted Overland brass plywood sheathed end cupola caboose attracted eight bidders and sold for \$158.05. Another unpainted brass model from the same maker of D&H bay window caboose 35816 (from the 35808-17 series, formerly Erie Lackawanna C371-380) went to the highest of five bidders for \$88.99.

Rapido HO Erie Lackawanna coaches

Rapido Trains has added the EL to the long list of railroads for which it will be painting its lightweight coaches and duplex sleepers. Unfortunately, none of the coaches will wear the same number as one of the four real coaches that went to the Delaware & Hudson. (The window arrangement isn't right either, but the models

will be smooth-sided streamliners generally resembling the coaches built for the Lackawanna's Phoebe Snow.)

As of mid-August, the company expected the EL cars November 16, at a list price of \$49.99 each.

New HO trailers from Athearn

Brand new 40-ft. exterior post trailers painted aluminum are expected in December or early January at a list price of \$17.98 per pair. Road names (two two-packs each, all trailers having different numbers) will be Bangor & Aroostook, Boston & Maine ("plain Jane", reporting marks and numbers only); Erie Lackawanna; Penn Central; Reading; and Santa Fe (plain Jane). The Reading's diamond is painted on the trailer bodies; heralds for other roads are on panels attached to the ribs.

Also from new tooling are 48-ft. containers (not 45 feet as stated in the first announcement to dealers) on highway chassis; they will wear Burlington Northern's very colorful tributes to Atlanta, Montreal, Omaha and Toronto in one number each, plus two numbers for BN America on a Battle Creek chassis, and BN America and Santa Fe "America's Transportation Group". MSRP \$19.98 each.

Two 50-ft. flatcars, each carrying a 40-ft. trailer, will be made for these roads: Canadian Pacific with Smith trailers, Erie Lackawanna, Great Northern, Missouri Pacific, Santa Fe and Seaboard. (In this case the trailers seem likely to be the same Fruehauf Z-vans Athearn has already offered, but with new numbers.) MSRP \$19.98 each.

InterMountain HO FGEX wood reefers

The HO version of these ready-to-run cars, which InterMountain has already produced in N scale, were posted on the firm's web site August 7, with delivery expected next February or March. The models initially will be available undecorated and in six road numbers each for Fruit Growers Express (Ventilator and Refrigerator), the same company (but just Refrigerator), Western Fruit Express (with small circular Great Northern herald featuring the silhouette of a mountain goat) and WFEX with large simplified mountain goat herald (from the late 1960's). FGEX, WFEX and BREX (Burlington Refrigerator Express) were all related and used similar cars. List price \$29.95.

HO carbon black covered hopper

This brand new kit is the first new product from a new producer, Rail Shop. The real cars, built in 1940, were much larger than any other covered hoppers in use then, and for many years thereafter. Clues to their vintage include Bettendorf

trucks and wood running boards ("roof walk"). The first kits come with modest Cabot decals in "early" and "late" styles. I think the model is of the same prototype for which Red Ball made wood, metal and printed cardboard kits many decades ago, offering some billboard schemes including a Cabot one featuring cats. Rail Shop sells the kits direct to modelers at \$35, with \$7.50 shipping per order. See railshop.net for photos of models and further details.

HO "modern" beer cars

Rail Shop is also selling these 62-ft. 10-1/2 in. insulated boxcars formerly made by Eel River Models. Undecorated kits with either 10 ft. 6 in. or 12 ft. doors are \$12.95 each. Kits decorated for Cotton Belt, Golden West, Missouri Pacific, Southern Pacific, Tropicana and Union Pacific are \$16.95 each. Built up beer cars decorated for Burlington Northern, BNSF, Conrail, GVSF (Golden West Service) and Union Pacific are \$22.95 each.

Athearn HO cars due in early January

Athearn announced these to dealers August 15; announcements were sent to the e-mail list and posted at athearn.com the next day.

The new 16,000-gallon clay slurry cars (modeled on cars built from 1995 on) will be painted for ENGX (Engelhard) and UTLX. They'll be white with blue bottoms and "plain Jane" lettering (no large company name or herald). An undecorated model and three single cars per paint scheme will list for \$24.98 each; three-car sets will list for \$74.98.

Two of the very nice three-bay, 2893 cu. ft. PS-2 covered hoppers (early style, with channel sections at the ends of the sides) will be decorated for each of these lines: Cotton Belt, Erie Lackawanna, Milwaukee Road, Penn Central, Southern and Wabash. The Wabash cars will be black, the others one shade or another of gray. The Southern cars will have green lettering. The Cotton Belt cars will list for \$21.98 each, the others for \$20.98.

I've found photos at rr-fallenflags.org (George Elwell's great web site) that show that the EL, Milwaukee and Southern cars with the numbers shown on Athearn's announcement almost certainly were the early style of this car type, like Athearn's model. The EL cars are marked for "soda ash loading only", "when empty return to agent EL Ry Solvay, NY" - that's a little west of Syracuse. The Milwaukee cars are for "bulk grain and food products load only".

The 250-ton crane with a crane tender will be painted for Amtrak, CSX, CP Rail (black with the gold beaver herald, which I don't recall seeing used together with CP Rail, as distinct from Canadian Pacific

Railway lettering), Norfolk Southern and Western Pacific. MSRP \$34.98, except two dollars more for WP [due to the UP tax...JB].

The 65-ft. mill gondola will be offered in two numbers each for Chesapeake & Ohio (gothic lettering, stripe), Conrail, Denver & Rio Grande Western (initials and "flying" Rio Grande), Jersey Central (Statue of Liberty), Norfolk & Western (old style) and Pennsylvania (circle keystone), listing at \$19.98 each except a dollar more for the D&RGW cars [UP tax].

Four-window steel cabooses (the so-called Northeastern type) will be made for CNJ (bright red and white "Coast Guard" livery), Lehigh Valley Bicentennial, LV (regular) and Maine Central. These models, based on a former MDC Roundhouse kit, are reasonable replicas of the real cars, though not as detailed as the Proto 2000 cabooses.

Two-window steel caboose will be painted for Boston & Maine (blue), Chesie/C&O (yellow), Pennsylvania (Tuscan) and Penn Central (green), at \$18.98 list each. The real B&M buggies and PRR and PC cabin cars were PRR N5b's (or similar), which these ex-MDC Roundhouse models only approximate; Bowser has models that represent them much more accurately.

Forty-foot boxcars with Youngstown doors will be painted for the Santa Fe (mineral red with black roof and presumably mineral red roof walk) in two road numbers for each of these paint schemes: plain with no train ad or system map, and with a "curved line" map on one side and the Chief, El Capitan, Grand Canyon Line, Scout or Super Chief on the other. MSRP \$13.98 each.

Athearn HO locos due in January

Aside from the CNJ units mentioned above, two RS3's will be coming for each of these roads: Reading (original olive green scheme), Rock Island (red, black and white "Route of the Rockets"), Seaboard (green and yellow), SP&S (similar) and Western Maryland (black with "speed lettering"). MSRP \$89.98 each. The Rock Islands will be the only ones with steam generator stacks (the kind adjacent to the cab, with sloping fronts); I believe the real locos worked in commuter service to and from Chicago's La Salle Street Station.

Due about the same time are GP35's decorated as follows: Soo Bicentennial #1776 and two road numbers each for BNSF (Heritage), CSX ("stealth"), Guilford Rail System (ST initials), Rock Island (maroon), Santa Fe ("Kodachrome") and Wisconsin Central. \$84.98 list each.

Athearn N scale items for January

SD75I's will be produced in three road

numbers each for BNSF (red and silver War bonnet), along with three SD70I's for Canadian National and three SD70M's each Electro-Motive (for leasing, burgundy) at \$99.98 list per unit and Union Pacific (with flared radiators and American flags rippling in the breeze) for \$5 more each [reflecting the UP tax].

Fifty-foot modern tank cars are due in two numbers each decorated for BNSF (black), CELX (blue), PTLX (Quality Liquid Feeds), RCRX and UTLX (the last two marked for carrying hydrochloric acid) at \$14.98 list each and Cotton Belt (black) for an additional dollar each [due to UP tax].

Three-bay 2893 cu. ft. PS-2's in the same paint schemes as the HO cars mentioned above will list for \$15.98 except for another dollar for [the tax on] each of the SSW (Cotton Belt) cars.

Sixty-five foot mill gons in the same road names as the HO ones listed above will have MSRP's of \$14.98 except for the D&RGW cars, which will cost \$1 more each [UP tax].

HO Rail Yard PD3000 covered hoppers

These beautifully designed urethane kits with many etched metal components allow modelers to replicate the little brother of the big North American Car Company Pressure Differential covered hopper that Walthers offered as a rather difficult styrene kit. See railyardmodels.com for thorough descriptions of the new kits and a very informative "About Our Kits" page.

Rail Yard actually offers seventeen different kits for this type of car, with differing decals but also with one of three body styles. I'm strongly inclined to get the kit for the Boston & Maine's "plain Jane" version. Each sells for \$46.95. That's expensive, but the kit includes trucks with metal wheels with semi-scale treads.

Other Accurail HO releases

Aside from the D&H single-sheathed boxcar, kits in new road names or at least with new road numbers posted as released in August include:

A New York, Ontario & Western USRA hopper, built in 1916, #112-2548, \$9.98 list. A similar car lettered for the Buffalo, Rochester & Pittsburgh (a railroad that Leonor Loree wanted to include with the D&H, Lehigh Valley and others in a new "fifth system" in the 1920's but instead became part of the B&O), but with Andrews trucks, as built in 1918.

A Cotton Belt 40-ft. steel double door boxcar with Blue Streak fast freight herald, built in 1944, shopped in 1956, #3619, \$10.98 list.

Several ready-to-run 50-ft. boxcars with metal wheels were due in September at an MSRP of \$19.98 each, namely:

One Central of Georgia black with silver "blimp" single door boxcar, and two Western Pacific orange with huge silver feather single door cars.

Two Burlington green and orange and one Milwaukee Road oxide and yellow plug door car. Two CP Rail bright red with Multimark and two Great Northern Glacier green with cartoon Rocky combo door cars. And three Santa Fe bright red with huge herald double plug door cars.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Unconvention 2006 from page 34

them unwelcome and politically irrelevant. Still, after a series of misadventures, we found a good Greek restaurant for dinner...JB]

July 27

We flew the "redeye" back to Newark. I left Jim in Newark to renew his citizenship. The trip back to Brooklyn was complicated by the very large cooler that I was now carrying. Thankfully, the NJ Transit commuter train was not packed at 7 a.m., and the subway ride was counter-rush hour. I was back in my home by 8:30 a.m. [At which time I was STILL sitting at EWR waiting for my much-delayed flight to Albany...JB]

I now await the slides so that they can be annotated and added to my collection. Our search for the shield was unsuccessful. We observed two cars that might have been ex-D&H, but alas, it was not the case. The quest will have to go on.

Memorable scenes and notes from the trip:

- Jim grabbing the scanner and squeezing it so hard that his knuckles turned white and yelling, "Is anybody there?"
- We did not eat a single pistachio nut this trip. [Fresh cherry pits and peach stones, however, are quite another story... JB]
- Some trains can only be photographed by boat, helicopter, ATV, or hiking in.
- The unusual number of banana yellow cars in Idaho.
- Are a pot belly and a white mustache a requirement to be a highway patrolman in Idaho?
- Listening to Jim try to explain where he is from. I say, "Brooklyn, NY" and most people nod in understanding. Jim says, "Upstate New York, the capital region". When this fails to register, his explanation sounds something like, "East of the Sun, west of the Moon, north of NYC, south of Canada, east of Niagara Falls, west of New England."

In Baker, OR Jim had to decide whether to get his glasses repaired or chase trains. He decided that the spare glasses would suffice for a while longer.

• BNSF seems to run a more fluid operation than UP. BNSF also gives you a greater variety of cleaner paint schemes to photograph.

• The joy of using my "ugly" hat to whack flies as they land on Jim's belly. [The Flies' Union has lodged an official protest. To be beaten upon by such an ugly hat is beneath their dignity...JB]

• We received offers of assistance when we had the car on the side of the road waiting for a train. Western hospitality and concern for a fellow motorist was quite refreshing.

• We would have testified for the railroad. A father grabbed two small children and ran in front of a moving F-unit (Royal Gorge scenic) in Canon City, CO. The gates were down, the lights were flashing and the bells were ringing. Nothing was going to deter this fool.

• We would have testified for the railroad again in Leadville. Three cars drove across the tracks after the LC&S train sounded its whistle. None of them stopped, even though the train was blowing its whistle. The first two drivers looked to the left though, the train was on the right; the last driver just followed his two friends and looked neither left nor right.

• The incongruity of watching 15 passenger vans and converted school buses pulling inflatable rafts across the desert. White-water rafting is a growing leisure activity to the point that there were traffic jams on some of the rivers.

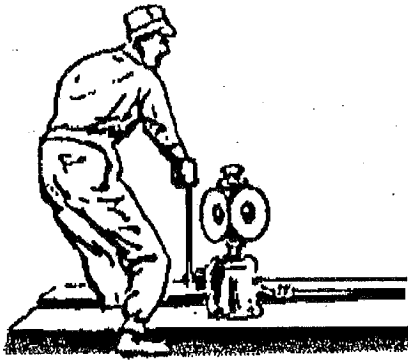
• I do not like driving on unimproved roads. Whatever is saved in distance is lost in time. They are, at best, necessary evils, but only if they keep you trackside. Driving around a NYC pothole is less dangerous than driving on soft shoulders, bridging deep ruts, sand, loose gravel, or coming face-to-face with a cow, mule deer or antelope. To listen to Jim you would not believe that there are any potholes where he lives, which is east of the Sun, west of the Moon. [We have our potholes, but rarely do they swallow a Greyhound bus...JB]

• The pole line always seemed to be on the wrong side when we wanted to take pictures.

• Never once were we stopped and/or questioned by railroad, state or local police about taking pictures of trains.

• There are quite a few areas out west where the Verizon ad question, "Can you hear me now?" is a definite NO! [Refreshingly quiet, wasn't it?...JB]

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Industry News

general industry news

STB gives DM&E green light to create subsidiary for Powder River Basin project

The Surface Transportation Board has approved the Dakota, Minnesota & Eastern Railroad Corp.'s (DM&E) request to form a subsidiary to build and operate a 260-mile rail line through western South Dakota and eastern Wyoming into the Powder River Basin (PRB).

The \$6 billion project also includes upgrading 600 miles of other lines in South Dakota and Minnesota. The STB's ruling will enable the DM&E to create the Wyoming Dakota Railroad Properties subsidiary, giving the regional more flexibility with financing options for the new construction portion of the project without impacting the railroad's existing finances, according to a prepared statement. The approval also improves DM&E's chances of obtaining financing beyond the \$2.5 billion Railroad Rehabilitation and Improvement Financing loan it applied for from the Federal Railroad Administration, according to the railroad.

"We have to attract a lot of private financing regardless of the outcome of the roughly \$2 billion FRA loan", said DM&E President and Chief Executive Officer Kevin Schieffer. "[This] victory will expand the universe of investors and provide more flexibility in structuring some of the \$4 billion in private capital investment."

Progressive Railroading

FRA seeks public comments on environmental findings before ruling on DM&E's RRIF loan

The Federal Railroad Administration (FRA) is a step closer to issuing a decision on the Dakota, Minnesota & Eastern Railroad Corp.'s (DM&E) \$2.5 billion federal loan application that would help fund the road's proposed Powder River Basin (PRB) project. However, a few steps remain before the administration blesses or nixes

the largest-ever Railroad Rehabilitation & Improvement Financing (RRIF) loan.

On August 18, the FRA announced it would adopt the Surface Transportation Board's (STB) final environmental impact statements on the project. The DM&E proposes to build a 262.3-mile line through western South Dakota and eastern Wyoming, and upgrade 600 miles of other lines in South Dakota and Minnesota to access the PRB.

The FRA also released its own draft findings, as required under the U.S. Department of Transportation's environmental review process, that address issues not fully covered in the STB's environmental review. The administration will accept public comments on the STB's and FRA's environmental findings until Oct. 10.

The administration considers the RRIF loan application to be incomplete until FRA officials review all submitted public comments and FRA Administrator Joseph Boardman signs a record of decision. The FRA then has 90 days to approve or deny the DM&E's application.

Progressive Railroading

Nottingham becomes Surface Transportation Board's fourth chairman

On August 15, President George W. Bush swore in the Surface Transportation Board's fourth chairman and ninth member. Charles Nottingham will hold the gavel until Dec. 31, 2010.

Most recently the Federal Highway Administration's associate administrator for policy and governmental affairs, Nottingham assumes the chairman's seat temporarily held by STB member W. Douglas Buttrey after former STB Chairman Roger Nober resigned in December 2005. The three-member board also includes Francis Mulvey.

Nottingham previously served as counsel to the U.S. House of Representatives' Committee on Government Reform, chief executive officer of the Virginia Department of Transportation, Virginia assistant secretary of transportation, counsel and chief of staff for Virginia Congressman Tom Davis, and chief of staff for Virginia Congressman Bob Goodlatte. The Senate confirmed his nomination to the board on Aug. 4.

"Our nation's economic health and quality of life depend on our ability to improve our transportation infrastructure", said Nottingham in a prepared statement. "I look forward to...addressing these infrastructure and other critical issues."

Progressive Railroading

Kummant to take reins as Amtrak's president and CEO...It took nearly 10 months,

but Amtrak finally has recruited a new leader. On August 29, the national intercity passenger railroad announced its board appointed Alexander Kummant president and chief executive officer. He will take office on Sept. 12.

Most recently executive vice president and chief marketing officer for construction equipment supplier Komatsu America Corp., Kummant takes over the top spot filled by former Chief Engineer David Hughes on an interim basis since November 2005, when Amtrak's board fired then-President and CEO David Gunn. Kummant previously served Union Pacific Railroad as regional VP and VP of premium operations, and was responsible for the Class I's intermodal and automotive networks. He began his railroading career as a track crew member at the Lake Terminal Railroad.

"Kummant has the outstanding credentials and experience to lead a changing Amtrak that is more customer-focused and fiscally responsible", said Amtrak Chairman David Laney in a prepared statement. "His appointment fulfills the board's commitment to select an extraordinarily strong and capable leader for Amtrak's future, building on the growing national desire for more and improved passenger rail service."

Hughes will continue to serve Amtrak in a yet-to-be-determined capacity, the railroad said.

Progressive Railroading

Genesee & Wyoming acquires two short lines' assets, purchases NS line...Two of Genesee & Wyoming's (GWI) subsidiary railroads soon will be moving trains on a few more track miles.

In late August, GWI acquired the assets of the Chattahoochee & Gulf Railroad Co. (CHAT) and the Hartford & Slocumb Railroad Co. (H&S) from Gulf & Ohio Railways for \$6 million cash. Newly formed GWI subsidiary Chattahoochee Bay Railroad operates a system contiguous to CHAT and H&S, which primarily provides switching services for GE Rail Services' Dothan, AL plant.

CHAT operates 29 track miles between Hilton, GA, and Dothan, and Taylor, AL, and connects with GWI's Bay Line Railroad and Chattahoochee Industrial Railroad. The short line primarily handles overhead traffic between Norfolk Southern Railway and the Bay Line, and interchanges with CSX Transportation. GWI expects the Chattahoochee Bay to move more than 5,500 carloads annually.

Meanwhile, the holding company also exercised an option to purchase from NS a 12.5-mile line that runs through Portsmouth, Chesapeake and Suffolk, Va. GWI subsidiary Commonwealth Railway

(CWRY) will own and continue to operate the line.

CWRY will use the line to serve a \$450 million APM Terminals container terminal in Portsmouth, to be completed in July 2007. GWI is spending \$14 million (including \$6 million in government grants) to construct a marshalling yard in Suffolk to facilitate a CWRY interchange with NS and CSXT, and install track connecting CWRY's mainline to the APM terminal. The holding company also will upgrade existing track and improve crossing signals from the new yard to the terminal.

Progressive Railroading

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Hundreds turned out at D&H freight yards in 1915 to view Liberty Bell

by Larry Hart

It was late fall of 1915 when the special train bearing the Liberty Bell stopped in the D&H freight yards at Edison Avenue. The train, which was here for most of the night, attracted thousands of people who had been alerted to its arrival.

In San Diego

It had been on exhibit at the Mexican-Californian Exposition in San Diego for most of that year. When it came time for the bell's return trip to Independence Hall in Philadelphia, authorities decided to give the public an opportunity to see the bell as it passed through the countryside, coast to coast. All cities were given the travel schedule so that people could see the famous proclaimer of liberty at pre-arranged stops along its journey. Schenectady was one of these.

The late Bill Efner, our predecessor as city historian, once told us that he covered the bell's arrival as a *Gazette* reporter and part-time photographer (few newspapers of that period had bona fide photo departments). He was there when hundreds lined up to pass by the flatcar and view the bell close up. It was very chilly and everyone had overcoating.

Photo Regrets

Bill also said he took a picture of the scene from the top of a nearby railroad car, but it was late afternoon and almost dark. The picture he made was of such poor quality, he threw it away. How we wish he had saved it, no matter how bad the print.

From the Nov. 30, 1982, Schenectady Gazette.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Swap Shop from page 7

RS11's, old versus new

Among last month's ads you may have noticed one from your loyal columnist for two of the original Atlas, made by Kato, RS11's in D&H paint. There are two more from a different advertiser this month, although they are not DCC-ready. The two from the Swap Shop roster are being replaced by two from the latest Atlas run, made in China rather than Japan. However, if they don't sell at a reasonable price, they will remain on the local roster. Perhaps they will end up as the Belden Hill pushers if our track ever extends to Tunnel, NY.

Why buy two more when the older units are running very well? There are improvements in the models from the new run, which yours truly feels are significant enough to make the further investment. The most important improvement, IMO, is that the paint job is now correct and complete. The trucks and fuel tank are molded in gray plastic, which is a close match to the gray paint of the lightning-stripe scheme, and the handrails are painted correctly. Have you tried correctly painting a set of handrails for a D&H lightning-stripe diesel? However, also IMO, the handrails are still too large in cross section. Here's hoping Atlas molds a complete new set for the forthcoming RS36 model. There are also separately applied hand grabs on this model, as well as movable coupler lift bars at each end of the frame.

There are some changes under the hood also. The weights at each end of the chassis have been slightly enlarged and attached firmly to the frame with screws. No more work trying to juggle them in place as you lower the body onto the frame. The headlights are individually lighted with "golden-white" LEDs with the necessary voltage-dropping resistors in series. There is also an NMRA-standard socket for a DCC decoder to plug into. Are these improvements worth investing in the new version? That's purely a matter of opinion and budget.

Inspiration from the last issue

One of the reasons this columnist appreciates receiving the *Bulletin* via first class mail is there is normally time to read the entire issue before my next column is due to the Illustrious Pub™. There is often something in the last issue that triggers the mind and another subject for the next column materializes. Such is the case with the September issue.

Gary Schermerhorn's photo taken from the Chenango Street overpass in Binghamton and shown at the bottom of page 21 of

the September issue is a fine example. I've been in a similar position on that overpass numerous times over the years. In times past, many more tracks would have appeared in this photo. As one studies the photo it becomes clear that the many different, yet similar, buildings in the background of the photo were once served by rail. Each of the buildings has slightly different architectural features, and the whole scene just begs to be modeled.

Now comes the slap to the forehead. As many times as I've stood on the Chenango Street overpass, and as many photos as I've taken, specifically, of those buildings, I've never ventured to the front side to see what may remain to identify the various businesses that were served by rail at this location. Sometimes the brain is just not on the right track (pun intended) when we're in the right place. I'll probably be in Binghamton again at some future date. Perhaps I can remedy this research shortfall.

The BIG locomotive

In his *Modeling Matters* column in the September issue, columnist Steve Wagner notes that Atlas O shipped the new Alco C628 model on July 26, and his had not arrived in time to be reviewed for that column. It probably arrived the day after he submitted his work.

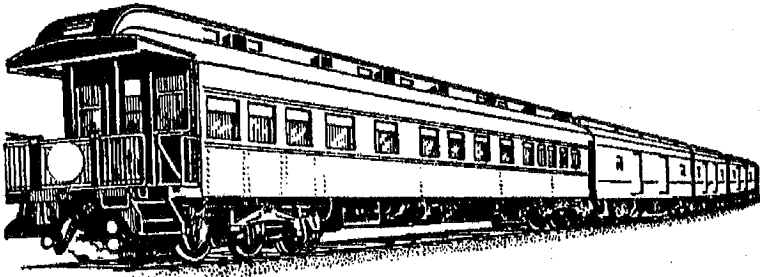
Steve normally models in HO scale, judging by his many past columns. That makes two of us who could not resist the idea of having a static Century 628 in D&H lightning-stripes as eye candy around the house. My copy sits atop the TV cabinet in the living room, and serves as a sort of shrine to the D&H of the 1970s, when lightning-stripe painted units covered the entire system. This is a truly beautiful model, with accurate details from top to bottom. The tri-mount tracks are incredible! Watching a trio of these units power a freight on an O scale layout must be a modeler's dream come true. Anyone who has such a layout, but not three units, can contact me with an invitation. I'll be glad to bring my dummy unit along to help complete the image.

The same old time element

The Friday deadline is approaching once again. This column is due to the pub by noon, but Dori and I must leave home by 11 a.m. to complete our Friday "Meals On Wheels" deliveries.

As the weather cools, the time is right to check the attic and the basement for surplus rail goodies and put together an ad. As always, may the force be with you and yours.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Open Platform Observations

by Steve Wagner

CXXXIV: XO, but not tick-tack-toe

I loaned member **Charlie Ricci** a map of the Capital District so that he could drive himself and other members of St. Alfio's Italian band to a gig in Mechanicville on Saturday, August 12. (He plays the tuba – sweetly, I'm sure.) He reported to me by e-mail the following Monday that the band had played next to a building "marked XO and covered with Tyvek". I'm sure he recognized the familiar former interlocking XO [aka Tyvek...JB] tower.

On Tuesday morning, he reported that he'd seen three trains in a few hours: a CSX freight on the former Boston & Albany near the Massachusetts-New York state line, a Norfolk Southern intermodal headed southward through "Mickeyville" to Kenwood, and a Canadian Pacific mixed freight heading north.

Trains under cover

The back of the jacket of the latest Morning Sun book I've bought has a grand view from inside an old-fashioned train shed. The book is "Trackside in search of Northern New England Steam" with John T. Morrison, by John R. Canfield, and the photo was taken by Morrison in 1952 at the Boston & Maine's late lamented station in Concord, NH.

I never saw that train shed in the Granite State's capital, nor the Central Vermont's notable one in St. Albans, VT, with the wonderful complex roofline on its brick south facade, because I didn't visit New England until 1962 and didn't move to Massachusetts until 1968. I have looked at the old B&M wooden "run-through" station in Lexington, MA, several times; but trains had stopped serving the Bedford Branch (originally the Reformatory Branch) before I saw it.

Instead, my own memories of train sheds on this side of the Atlantic are mostly of Reading Terminal in Philadelphia, which I visited frequently in the early 1960's. I must have boarded a suburban train there at least once or twice. But mostly I'd go there just for the fun of it, walking from the YMCA at 15th and Arch Streets on

Saturday morning. I'd ride the escalator from the street floor near the Market Street entrance just to look at the trains.

Reading Terminal

The train shed itself, however, was very impressive, with a big, tall arch roof. It

must have been built before the Reading electrified most of its suburban lines; if parts of the roof ever had been transparent or translucent, smoke had long since made it opaque. Indeed, the vast room was so dark that it was difficult to see that some of the passenger cars – not the electric M-U's but ones used on "long distance" runs to Pottsville or New York City – had their window panels painted a somewhat brighter green than the Pullman green used on the rest.

Trains no longer use Philadelphia's great train shed. There haven't been any long distance trains on the former Reading lines for decades. Construction of a tunnel linking the suburban lines north of Reading Terminal with the ex-Pennsylvania Suburban Station included the building of a new Market East station that doesn't look much different from the city's newer subway stations.

The train shed has been recycled as an exhibition hall. I think the National Train Show, held in conjunction with NMRA national convention this past July, used it. It's very hard for me to picture the space under the arch roof without trains.

Beneath the train shed, however, Reading Terminal Market is still going strong, with "Pennsylvania Dutch" farmers selling their meats and produce, Bassett's offering probably the best ice cream in town, and many other stalls providing innumerable delights.

Other train sheds

Without question, the biggest train shed I've ever been in on this side of the Atlantic was the old St. Louis Union Station, which really did bring all the passenger trains serving that city under one roof. I rode B&O trains to and from it in the summer of 1963. Unfortunately, only a small part of the structure has been preserved, and not as an active railroad station.

I may possibly have entrained or detrained in at least one notable train shed in Europe in the summer of 1966. Probably the most likely is Koln (Cologne), which

apparently had a notable train shed for many years. Budapest has – or had – two big stations that seemed to have survived the Second World War, and whichever of those I used may also have had a train shed. But when I left the Hungarian capital for Szeged, I walked ahead to look at the locomotive – which reminded me of American box cab diesels from the 1930's – and I'm pretty sure it was outdoors.

I think all three of the Vienna long distance stations were stub terminals, but the Westbahnhof was modern, and I never got to the Sudbahnhof. I remember the oldest of them (and now long gone), the Franz Josef Bahnhof, where I boarded a train to Prague and got off one from there, and it had no train shed.

A question: Did Delaware & Hudson passenger trains ever stop under a real train shed? If so, where and when? (Platforms with separate roofs don't count, and I think that eliminates Canadian Pacific's Windsor Station in Montreal. Neither do stations with tracks and platforms entirely underground or under buildings, such as Grand Central Terminal in New York City.)

Shadow of a shield?

I made my first early morning expedition to Ayer in many weeks on Sunday, August 13. As I approached the downtown section about 6:30, I could see an intermodal train being backed into the yard. As usual, it was carrying a great many Hunt containers; it also had many trailers from TIP Intermodal Services. Its power turned out to be MEC ex-CN GP40-2W's 508 and 509.

About 7:50, Boston & Maine 332 and MEC 316 (both ex-Conrail GP40's) came out of the Hill Yard and headed east, pulling at least 30 cars. But five minutes later, they backed the train into the yard again.

The first inbound commuter run of the day, MBTA ex-CN GP40(?) 118 pushing coaches 1633, 382, 1600, 253D and 530, arrived about 8:20 and left at 8:21, two minutes late, dropping off one passenger and picking up seven.

At 8:32, the train headed by BM 332 came back out of the yard and proceeded east. It turned out to include about 92 cars, quite a long train for Guilford, and quite a lot for just two locomotives, I would guess. The cars comprised about 62 boxcars, 16 covered hoppers, seven center beam flatcars (only one empty), three gondolas and two tank cars.

I think INTX 7001, a big rusty red covered hopper with ribbed sides and the new reporting marks and number stenciled in black on gray patches of paint, may well have been a D&H car, since I thought I

(continued on page 43)

Making Tracks: Big Railroads Race to Cross U.S., Again

As they build a second line, a group stretch at 7 a.m. replaces fear of buffalo

by Daniel Machalaba

Tangier, Okla. – More than 135 years after the completion of the first transcontinental railroad, R.J. Juarez is trying to do it again. On a hot day in late summer, at this dusty outpost near the Texas-Oklahoma border, Mr. Juarez urged the mammoth machine he was operating to move faster.

The yellow beast, more than a quarter of a mile long, should have been capable of laying a mile of railroad in less than five hours but it had been “touchy all day”, said Mr. Juarez, a track worker. He had to restart it repeatedly. “We should have been done earlier”, he grumbled.

Mr. Juarez is a player in a modern version of the track-laying race that created the U.S.’s cross-country rail link. Today’s competition is between two industry giants, Union Pacific Corp., the nation’s largest railroad, and Mr. Juarez’s employer, Burlington Northern Santa Fe Corp. Both want to be the first to run side-by-side tracks between Chicago and Los Angeles, the nation’s busiest freight entry point.

This 2,100-mile, two-lane railroad highway would allow multiple trains to travel the same route at different speeds – and in opposite directions – without trains having to stop or use sidings. Burlington Northern Santa Fe had a head start because a large portion of its Chicago-Los Angeles freight main line, known as the Transcon, already had two lines. It has now double tracked about 90%. That’s far ahead of Union Pacific, which had less double track to begin with and constraints on capital spending. Union Pacific has completed only about 30%.

“We’re ahead and we prefer to keep it that way”, says Lewis Ruder, a construction engineer for Burlington Northern Santa Fe.

Union Pacific is working feverishly to narrow the gap, although there’s little chance it can catch up. When Burlington Northern Santa Fe tried to secure another track-laying machine last spring, the company quickly learned that Union Pacific had snagged it. The soonest either side could finish will be 2008.

Whoever first spans the continent with a two-lane rail line stands to capture the deluge of Asian DVD players, toasters, apparel and toys that are unloaded at the seaports of southern California. The winner also will take the lead in eliminating the bottlenecks that snarl the nation’s tracks. About 70 freight trains race through Tangier every day and the number will increase when the double track is finished.

The goal of the first transcontinental railroad was to open the West to commerce. Armies of workers laid wooden ties by hand, laid sections of rail over them and drove in spikes with sledgehammers to secure the track. Building from opposite directions, the Union Pacific and Central Pacific railroads faced toward each other for four years, laying as much track as possible to win government bonds and land grants. The contest ended with the legendary hammering of the Golden Spike at Promontory Summit, Utah, in 1869. Union Pacific put down 1,086 miles of track, compared with Central Pacific’s 690 miles.

In total, Burlington Northern Santa Fe has spent \$656 million since 1996 to add 278 miles of second track to the Transcon route. By the end of this year, work crews will have moved a total of 17 million cubic yards of rock and dirt, enough to fill a train more than 1,000 miles long. The company is moving much more slowly than its 19th-century predecessors, but it is doing the work with fewer employees and the quality of the track is better.

The railroad’s work detail at times numbers more than 200, compared with more than 10,000 the first time around. The process starts with surveyors. They’re followed by land agents, who negotiate with farmers and homeowners to buy a strip of land that will carry the second track. Then grading crews clear the right-of-way.

Track workers with nicknames like Rabbit and Tiny take pride in the powerful machines that do the work once done by armies of laborers. Chief among their equipment is the massive track-laying machine made by Harsco Track Technologies, a unit of Harsco Corp., Camp Hill, Pa. It costs between \$2 million and \$5 million to buy.

“It’s a thrill, it’s adrenaline”, says Jim Lyons, who operates the machine’s mobile crane amid the Oklahoma sagebrush. The crane hovers over flatcars loaded with 800-pound concrete crossties, grabs 21 at a time and moves them to the front of the machine. There, a conveyor belt lowers the ties to the ground, where track workers push them into position.

As the machine is pulled along by two bulldozers, it also drags into place strings of steel rail lying beside the line. A separate machine locks the rails into place.

Running such machines is a prized job. Typically, only workers older than 45 have enough seniority on the railroad to hold

positions in the track-building gang. They earn plenty of overtime, bringing their annual compensation to more than \$50,000 a year. The railroad pays for motel rooms (two to a room) and weekend trips home, based on a set formula.

Gene Gallegos, sitting in the underbelly of the track-laying machine, gripped the hand levers that guide each rail into place, relishing the outdoor work. “It gets over 100 degrees and below zero”, he said. “But I was never a factory guy.”

Builders of the first transcontinental railroad faced grim opponents. Indians attacked the crews, trying to hold onto their lands. Buffalo stampedes threatened workers. Today’s obstacles are somewhat less ferocious.

Jean Sawyer Rosas, an attorney who owns a guest ranch in New Mexico’s rugged Abo Canyon, bristles at Burlington Northern Santa Fe’s plans to carve out a new right-of-way nearby. She says Burlington officials “want to blow up the canyon and rearrange it for their convenience and economic gain”.

Sandy Calkins, owner of the Cuttin-up Beauty Salon in Woodward, Okla., says customers complained about delays near her store caused by freight trains on the Burlington Northern Santa Fe line. With the second track, she feared the problem would increase and moved her business to a new location.

“So far, nobody is shooting at us”, says Mr. Ruder, the Burlington construction engineer.

Some track workers romanticize about the industry’s free-wheeling past. Ed Samuelson, 55 years old, from Courtland, Kan., describes himself as a “truck driver, trackman, hell-raiser”. Nicknamed “Tiny”, he stands 6 feet 4 inches tall but declines to give his weight.

But most track workers don’t quite cut the profile of their predecessors, who were followed across the desert by “hell on wheels” towns made up of tented saloons, gambling halls and brothels. Many workers have given up alcohol entirely, because railroads are required by the federal government to conduct random drug and alcohol tests.

In August, Burlington’s track workers gathered at 7 a.m. in the parking lot of the Woodward depot, east of Tangier, for a safety briefing. The session concluded with stretching exercises. In the afternoon, mechanic Tom Smith walked around the

construction site, his arms filled with 8-ounce bottles of iced water.

Mindi Livshee, a bartender at Green's Sports Bar at the Northwest Inn in Woodward, says the railroad workers rarely give her trouble. "If they start getting a little mouthy, we'll send them to their rooms", she says.

From the *Wall Street Journal*, December 28, 2004; collection of Roger J. Fortin.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS

Open Platform Observations from page 41

could read most of "DELAWARE" through the paint and rust near the top of one side; I think it had a curved roof, like the batch our favorite railroad bought new from Pullman-Standard in the 1970's.

Notable among the boxcars were two insulated cars, about 60 ft. long inside (one BN and one BNSF), originally built to haul Coors beer from Golden, CO, and possibly still in that service. Also half a dozen FBOX cars, an MSDR car that had obviously been made taller than it once was, BM 3306 still in blue with Boston & Maine lettering, MEC 31801 still in Harvest Gold, several MEC cars each in the white Guilford livery, the charcoal gray Guilford paint job, and the blue and black Pan Am Railways scheme.

The gons included BM 9092, loaded with scrap metal, some rusty but more shiny and silvery. The most common wrapped lumber loads on the center beam cars were marked for Level (apparently linked to Weyerhaeuser) and Boise-Versa Lam; apparently this kind of cargo travels in both directions over Guilford's rails (and probably Canadian Pacific's, too, at least in the northeastern U.S.).

I strongly suspect that this car was on its way to Maine, mostly returning empty boxcars to the paper mills for reloading.

Five in two hours

That's the number of trains I saw at Ayer on the morning of Saturday, August 26. It was a day I had hoped to make into an all-day expedition to the Capital District [for the BLHS Writer's Picnic...BB] but did not, because my wife was obviously eager for me to accompany her to her 45th high school reunion in Athol, MA that evening.

Reaching the T Commuter Rail station by 6:53, I saw no trains until the first inbound commuter run of the day showed up, pushed by GP40MC 1118, and headed east about 7:14, some five minutes late.

Around 7:22, Maine Central 374, an ex-Norfolk Southern GP40 with a high short hood, a very sloppy lettering job (missing the C) on the left side of its cab and Guilford Rail System on its long hood,

led Boston & Maine 327, an ex-Conrail GP40, and a long string of cars out of the Hill Yard over the east leg of the wye.

Before I could tally its cars, horns from the east heralded the arrival of a westbound through freight that barreled through at about 40 mph. It was led by another ex-NS high hood GP40 in GRS dress, MEC 380, B&M 337, another ex-CR GP40, and MEC 504, an ex-CN GP40-2 with a wide nose. This train included about 32 boxcars (including many FBOXes and other 50 ft. high cube cars, one center beam flatcar, twelve covered hoppers, six gondolas and seven tank cars, for a total of 58 cars or so. (It was moving so fast I couldn't do more than record the car types.)

Six of the tank cars were longish ones - perhaps 50 ft. each - of similar appearance; at least two, clearly belonging to Canadian companies (Canadian General and Procor) were marked as carrying LP gas. I would think that the nearest source of gas in Canada would be in Alberta. Were these cars carrying fuel imported from overseas?

Once the westbound had gone off toward Fitchburg, the 374 and 327 resumed switching their train. I never did get to see all of its cars, but the 38 I noted included one bulkhead flatcar (a yellow TTFX car loaded with steel shapes), twenty boxcars (again, including lots of FBOX cars), one center beam, ten covered hoppers, two gons, and four tank cars.

Around 7:37 I noticed another set of diesels stopped and idling in front of the tower: MEC 519 (another ex-CN wide nose) and MEC 317 (another ex-CR GP40), heading what was obviously an intermodal train that had arrived later than I think is usual on a Saturday morning. It finally moved forward about 8:10. I quickly gave up on trying to note the nature of each "platform" and concentrated on counting the trailers and containers on them: I ended up tallying 37 trailers and 17 containers. As usual, the intermodal pulled well past the wye and then backed its cars in; this must be a function of how the unloading area is arranged.

At The Willows about 10:45, I saw my fifth train: NEMCO's pretty green, black and yellow EMD switcher shunting covered hoppers at the Horizon Grain elevator and mill.

Just trying to help a little

Many commuters on a homeward bound Fitchburg Route train one late afternoon in August were disturbed by a very young child - surely not over a year or two old - who was crying loudly in a penetrating voice. After a while, I went up to the baby and her mother and grandmother and offered to sing a song about two rabbits, explaining that it would be a little hard to

understand, since it was in German, but that I'd point out the parts about the rabbits. Which I did, and she quieted down nicely. At least one fellow passenger thanked me softly as I went back to my seat.

At Porter Square station a few afternoons later, another man waiting for the train told me that on a later occasion, the baby was crying again and her young mother sang to her about the animals going two by two. So maybe she'd learned something.

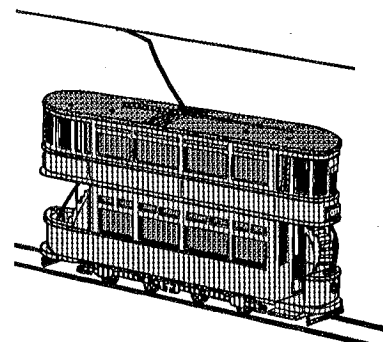
The underground outbound bus stop at Harvard Square station is a dark and not very pleasant place. In addition, since there's no room for buses and trolley buses to pass each other, they have to drive single file, and it can be hard to see what route the ones after the first will be serving. I've taken to standing where I have a pretty good view and, as soon as I can figure out the destination of the second vehicle, calling out "77 coming" or "96 coming", which, among other things, gives people who've been waiting a long time to come up to the driveway and have a better chance of getting a seat on the bus or trolley bus.

One of the freight cars being switched over the wye in Ayer August 26 didn't sound right; its rolling motion sounded louder and rougher than the others. I noted approximately where it was in the train and reported it to the engineer of the intermodal waiting beside the tower, saying the problem seemed to be with a black tank car about sixteen cars behind the engines or the car just before or the one just behind it. Probably it wasn't serious, but I thought the railroad crewmen would be a better judge of that than I could be.

Mystery hobbyist

Late in August, I watched a rerun of "Sins of the Father", an Inspector Morse case on Public Broadcasting's *Mystery* program that I'd missed when it first aired. One of the main characters turned out to be a model railroader, or rather, railway modeler, since the program is set in England. I regret to say that he isn't a credit to the railfan and model railroading fraternity. Good show, though.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS



Interested in railroads — and especially in the Delaware & Hudson?

Join the Bridge Line Historical Society for D&H and other rail news, special events, modeling, good times and camaraderie.

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (bridge-line.org). If you wish to contact President John Milczarek, e-mail to president@bridge-line.org; for the Publications Office, use publisher@bridge-line.org.

Articles for the *Bulletin* must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309) by noon on September 29 (November issue); October 27 (December); November 24 (January 2007; and December 22 (February 2007 issue). Please submit articles on diskette, by e-mail, or by snail mail (typed, if possible); images can be slides, negatives, prints or high-resolution TIF or RAW files. We strongly encourage you to support *your* organization by submitting items; with your help, we can move forward and continue to prosper.

Unless otherwise requested, please send exchange publications to Doug Barron, BLHS Exchange Editor, 29 Hungerford Road, Albany, NY 12203-4205.

The BLHS is chartered by the Regents of the University of the State of New York, and has 501(c) federal status as a not-for-profit tax-exempt organization. Its newsletter, the *Bulletin*, is sent to its members monthly. Opinions and comments herein do not necessarily reflect the views of the members, officers, or directors of the BLHS. Articles and material may be freely copied providing the *Bulletin* is cited as the source.

Officers and Directors

President	John Milczarek	518-899-3002
Vice President	Dave Roberts	518-274-8169
Treasurer	Pete Rankin	518-399-6568
Secretary	Barb Bachorz	518-374-9548
Directors: Jim Bachorz, Gene Corsale, Bob Hayes, Bill Kozel, Tom McEntee, Jim Odell, Dick Silber, Dean Splittgerber, Jack Wright		

Our Staff

Barbara Bachorz, Editor	Jim Bachorz, Publisher
John Milczarek, Assoc. Editor	Gerry Jones, Photo Editor
Columnists	Barbara Bachorz, Jim Bachorz, Doug Barron, Bob Bergevin, Tony Bucca, Jim Corbett, Gene Corsale, Joe Durham, Bill Kozel, Bob Lowe, John Milczarek, Bill Mischler, Robert A. Moore, Frank Peragine, Gary Schermerhorn, Dick Silber, Rev. Walter Smith, Steve Wagner, Scott Whitney
Circulation	Barbara Bachorz, Doug Barron, Dave Roberts
Assembly	Bob Anderson, Jim Bachorz, Doug Barron, John Bartley, Chris Milczarek, John Milczarek, Dave Roberts, Tony Rudmann, Bill Sullivan
Webmasters	Neil Hunter, John Shaw
Sales	Eric Schadow, 1990 Upper Gregg Rd., Schenectady, NY 12306
Back issues	BLHS Attic, c/o Joe Durham, 1 Krall Rd., Hampton, NY 12837-9701

This issue was mailed bulk rate (Third Class) at the Albany, NY, General Mail Facility on Monday, September 18, 2006. If you did not receive this copy in a reasonable time, please file a *written* formal complaint with the U.S. Postal Service.

BRIDGE LINE HISTORICAL SOCIETY MEMBERSHIP APPLICATION

Name _____ Telephone (____) _____
 Addr. _____ Age (opt) _____ Spouse name (opt) _____
 _____ Occupation (opt) _____
 City _____ State _____ Zip _____ Employer (opt) _____
 E-mail address _____

MEMBERSHIP CLASSES (per *calendar* year; halved from 5/15 to 11/15; after 11/15, dues cover following year as well):

Regular [] \$25.00 per cal. year** D&H / Soo / CP Rail Employee* [] \$23.00 per cal. year**
 Family [] \$29.00 per cal. year** Corporate [] \$55.00 per cal. year**
 Sustaining [] \$55 per cal. year**

NOTES: *1) *Employee membership is for all present and retired D&H, Soo and CP Rail employees and their spouses.* **2) *All amounts are in U.S.\$.* A mandatory Canadian surcharge of \$16 covers air mail cost. U.S. First Class postage is \$11/year extra; there is no postal surcharge for Sustaining Members.

What areas of interest apply to you? _____

Are there any talents you possess that might assist the society in its efforts? _____

Make check/money order payable to **Bridge Line Historical Society**, Box 13324, Albany, NY 12212

09/08/06

“BLHS BLAST 2007” Survey Form

Dear BLHS Member:

Here is your opportunity to have input as to the shape and substance of the next BLHS convention, now known as “BLHS BLAST 2007” (suggestions for a new name are welcome!). Please complete this survey, fold and tape it together, add your first class postage and pop it in your local USPS mailbox. Your convention committee will do its part and come next fall, we will all be enjoying the fruits of our labors.

Thanks for your help!

Your Board of Directors has established the site of the convention as **Albany, NY**. A firm date has not been determined, but the convention will likely be held the weekend of **September 22 and 23, 2007**.

Would you be likely to attend **BLHS BLAST 2007** if held in Albany, NY in September 2007? YES NO

How many/which days would you prefer? Fri/Sat/Sun Sat/Sun Sat only

Would you prefer an October date? If so, when? _____

The convention would probably be held at a downtown hotel, requiring overnight stay there or nearby. How much are you willing to pay for a night’s lodging? _____ under \$55 \$55-65 \$65-75 over \$75

Please rate which possible convention activities are important to you:

	<u>IMPORTANCE</u>		
Clinic/Workshops on D&H history	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on D&H current information	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on general railroad history	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on general railroad current information	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on D&H model building	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on model building in general	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Informal time to chat with fellow BLHSers	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Free time to be out and about the countryside/trackside	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A cocktail hour	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A banquet	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A banquet speaker	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
An awards presentation	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A train ride at some time during the convention	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE

Please add any other suggestions, comments, ideas, and remarks:

Are you willing to help with the work required to organize this convention? YES NO

Do you have previous experience organizing this type of meeting/convention? YES NO

Name: _____

Address: _____

City/State/Zip _____

E-mail _____ phone: _____

BLHS BLAST 2007 Survey
c/o Robert A. Moore
900 Middle Road
Rush, NY 14543-9767

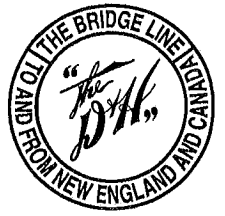
FOLD HERE

FOLD HERE



Bridge Line Historical Society

Bulletin

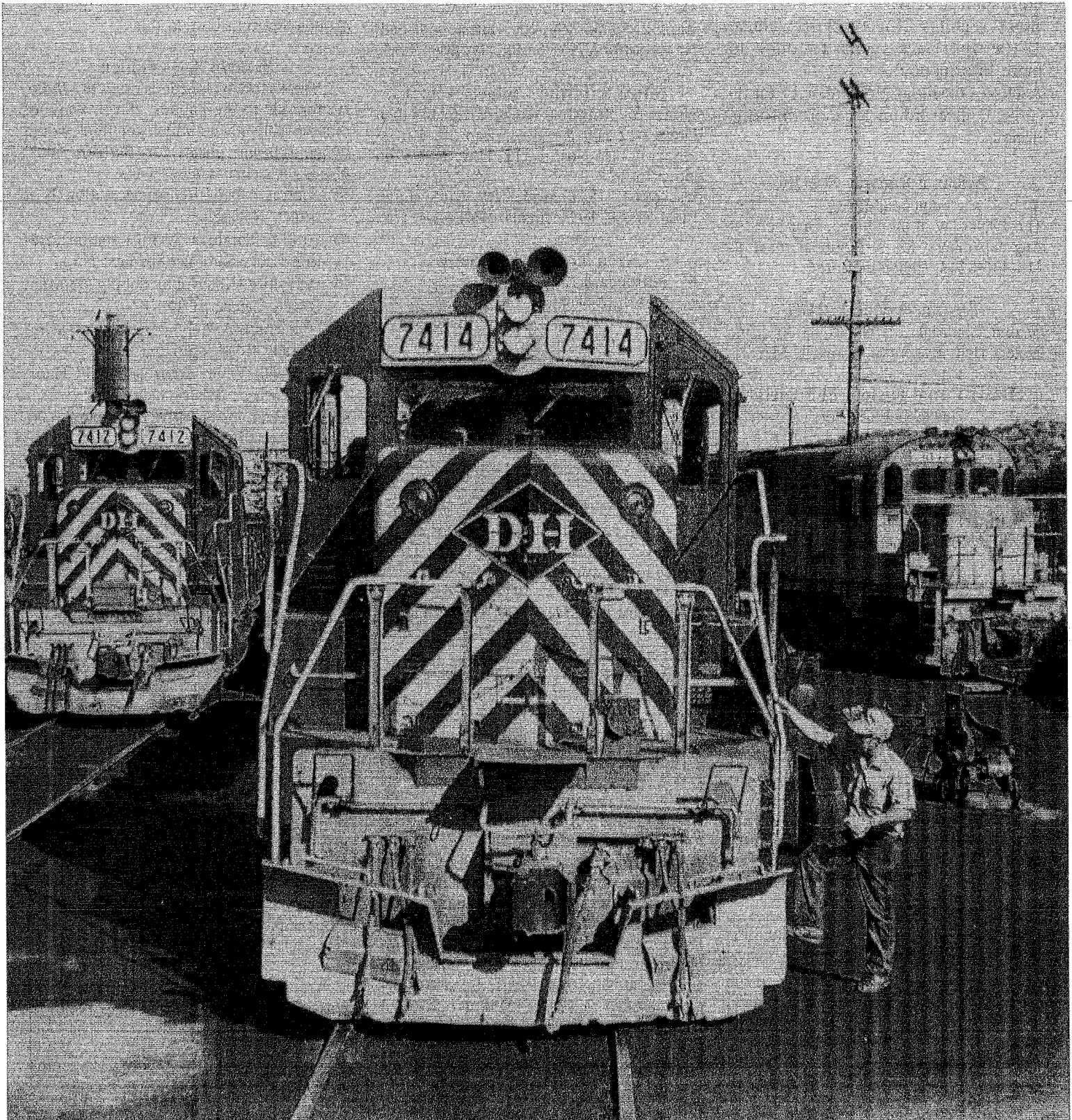


Volume 16, Number 11

\$3.00

November 2006

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society

bridge-line.org

Fall Annual Banquet - October 21, 6 p.m., Manna's Restaurant, Ballston Spa, NY; program by Bill Bibby.

Spring 2007 Luncheon - May 19, Noon, Brooks' House of Barbecue, Oneonta, NY. Program by Jim Loudon; subject TBA.

BOD meetings: November 10, January 12 (at Bat Cave; contact Editor for more information).

Archives meeting: November 17 (at Bat Cave; contact Editor for more information).

Amherst Railway Society

amherstrail.org

Third Tuesday of month exc. Dec/Feb/Jul/Aug at Amherst Mass. Regional Jr. H.S.; 413-436-0242, amherstrail.org.

Boston & Maine RHS

Second Saturday of month, 3:30 p.m., Rogers Hall, Rogers St., Lowell, MA.

D&H Canal Historical Society

canalmuseum.org

No current information.

Empire State Passenger Association

esparail.org

Nov 18 - NYC, location TBA

Jan 20, 2007 - Schenectady, The Parker Inn

Mar 10 - Annual Meeting, Schenectady

FJ&G RR Club

Last Wednesday of each month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS

First Monday of month except Jul - Aug, 7:30 p.m., Little Falls Public Library, Little Falls, NY.

Hudson Valley RRS

Second Monday of month, 7:30 p.m., former NYC RR station, Hyde Park, NY.

On the cover: In the Mechanicville engine terminal, a hostler climbs aboard D&H 7414, a GP39-2 obtained from the Reading RR, at the time Conrail was formed, to help run the expanded D&H system and compete in the Northeast. June 1976 photo by Jim Shaughnessy

Leatherstocking RHS

Third Saturday of month, 5:00 p.m. at Milford, NY C&CV depot; LRHS.com

Utica & Mohawk Valley NRHS

uticarometrains.org

Oct 13 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY; 7:30 p.m. Program TBA.

Nov 10 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY; 7:30 p.m. Program TBA.

Dec 8 - Annual Christmas Turkey Feast, Zion Lutheran Church, Burrstone Road, New Hartford, NY; 6 p.m. Program TBA.

Show Time! (other events)

Nov 4-5 - Kingston Model RR Club Open House, 12 N - 5 p.m., Susan St., Kingston, NY; also Nov. 11-12, Nov. 18-19 and Nov. 25-26.

Dec 9-10 - RIT Model RR Club show, Field House, RIT campus, Rochester, NY.

Area Tourist Railroads

- Adirondack Rwy.
- Berkshire Scenic RR
- Cooperstown & Charlotte Valley Rwy., Milford, NY; LRHS.com
- Delaware & Ulster Rail Ride
- Finger Lakes Railway
- Green Mountain RR, Bellows Falls, VT
- Upper Hudson River RR, North Creek, NY; UHRR.com

CPR Police

If you see dangerous conditions on the property, or need to contact the D&H police for legitimate reasons, the number to call is 800-716-9132. If you have a potential rail customer, D&H/CPR Sales/Marketing can be reached at 518-383-7287. Other numbers:

- Amtrak Police - 800-331-0008
- CSX Police - 800-232-0144
- Pan Am Police - 800-955-9217
- NS Police - 800-453-2530
- VRS Police - (someone please provide!)

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the D&H, we do include material related to other railroads. Under no circumstances are D&H news, pictures or articles excluded from the *Bulletin* to make room for non-D&H material. Non-D&H items are included because (1) many of our readers, in addition to being D&H fans, are also interested in other railroads; (2) if an individual were to subscribe to just one railroad magazine (and we hope it would be this one!), he or she will appreciate good coverage of

other area railroads; (3) CP/SL&H/D&H does not exist in a vacuum and must interact with other railroads; and (4) by including such material, we hope to increase our membership (and keep costs low).

If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us with the details, allowing sufficient time for us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us. Amazingly, we have found that there are groups that refuse to do this!

Bulletin Sales Outlets

The following locations carry the *Bulletin* for sale to the public. If you know of other establishments which you think would be appropriate places for *Bulletin* sales, please have them contact us.

- ☛ Amtrak Albany-Rensselaer station (East Street, Rensselaer, NY)
- ☛ Amtrak Saratoga Springs station (Station Lane, Saratoga Springs, NY)
- ☛ Berkshire Hills Hobby Supply (93 Main Street, Canaan, CT)
- ☛ JP's Trains & Hobbies (277 Troy-Schenectady Road, Latham, NY)
- ☛ Mohawk Valley Railroad (2037 Hamburg Street, Schenectady, NY)
- ☛ Model Trains & Parts (273 State Street, Schenectady, NY)
- ☛ Tucker's Hobbies (8 Bacon Street, Warren, MA)

The Consist

Timetable	2
News and Views	3
Black Flags	3
Railroad Tech	4
In-Helper Service	6
From the Cab	7
Lost Spike Found	7
Swap Shop	8
Media in Review	9
Good Advice for Immigrants	10
At the Signal	13
Receiving Yard	15
The Mail Car	17
Industry News	18
Curmudgeon's Corner	20
Reminiscing	23
Disassembling the Planet, Pt. 2	25
Wronged Side of the Tracks	27
Out on the Branch	28
Modelling Matters	29
Let's Talk It Over	32
Model News	34
Metropolis Monograph	35
Open Platform Observations	37
Traction Action	39
Local Wayfreight	40
Membership application	46



BLHS News and Views

by Barb Bachorz

BOD and Archives meetings

At the last Board of Directors meeting, it was decided to start including the dates of future meetings on the BLHS calendar in case members are interested in attending. The next meeting is November 10, and the first 2007 meeting will be January 12. For the Archives, the next meeting is October 13; the following session is November 17. Call Barbara Bachorz (518-374-9548) for location and times.

Snow birds

If you are snowbirding it this winter, please let us know in advance when you are leaving, and when you will be back. If you don't let us know in time, and the Post Office does its usual thing, we have to pay for your error. We refuse to guarantee that you will receive any missing issues when you forget to inform us about your move(s).

Request for more D&H articles

We would really appreciate more articles on the D&H from the membership and the general public. We also accept non-D&H items, but request that those articles be kept to only a couple of pages at the most. Thank you for your consideration.

Photos also wanted

If you have some current, memorable or historic D&H views, please consider donating or loaning them to the Publications Office.

For cover photos, the photo will need to be cropped (by us) to about a square image, since the front cover photo area is 9 inches by 8.5 inches. If you want to "make the cover", a squared subject is best (and let US do the cropping, please!). For inside photos, take a look; we prefer horizontally-oriented subjects, but we've been known to do some very creative cropping.

We prefer that you send digital images on CD, preferably at the highest optical resolution of your camera. Warning: If you send digital images via e-mail, you will probably opt to use JPG and a fairly low resolution, but if you do, it's quite possible that we will NOT be able to use them. Please send or e-mail TIF files, PDFs, or

PSDs, high-resolution JPGs, or even RAW format if necessary, to preserve image integrity.

Sustaining members

Our 2006 sustaining members are: Matt Adams; Roy & Jerolyn Allen; Philip S. Arony; Loren Batchelder; Carl & Lysanne Belke; John Boardman; Sam Botts; Dr. Rodney Brown; John & Maureen Collins; Jim & Elaine Corbett; Ron Crowd; Wally & Monica Day; William Denale; Geoff Dunn; Robert Gangwish; Robert & Nancy Gatland; Tom & Arleen Gillen; James & Patrica Girton; John J. Graham; Richard Hambly; Richard Hooker, Jr.; Fred Hull; Art & Sandy Jackson; Robert Kardas; Ed & Cristina Kennedy; Robert Kolankoski; Bill & Barbara Larkin; Ron Litwin; Warren Martin; Bill McColl; Andy & Joan McCulloch; Jim McFarland; James McGrane, Jr.; Jesse & Sandra Meecker; Bob & Dori Moore; Tom Moran; Donald Morrison; Jack Murphy; David L. Nienke; Chuck & Ilene Perket; Michael & Kathy Phelan; Walter Rich; Tim & Rita Richmond; Tony Rudmann; Jack Ruthberg; R. Harris Russo; Robert & Sonia Ryzak; Gerry & Leslie Schultz; John F. Sherman; Rick & Harriett Shivik; Edward F. Small; Andrew Smith; Ed Street; Baird & Dorothy Voorhis; Stephen Wasby; Richard & Cynthia Wettereau; Tony White; Payson Wild; Rob Willett; Ed Zech; and Al Zubal.

Directors/officers/columnists e-addresses:

Barb Bachorz: bbachorz@yahoo.com
Jim Bachorz: jbachorz@yahoo.com
Doug Barron: dbarron62@aol.com
Bob Bergevin: betsbaskets@aol.com
Tony Bucca: photony@att.net
Jim Corbett: jimcorbett@prodigy.net
Gene Corsale: ecorsall1@nycap.rr.com
Joe Durham: jdalco@vermontel.net
Bill Kozel: madogbill@yahoo.com
Bob Lowe: rlowe@rbscc.org
Tom McEntee: railfan.thomas@worldnet.att.net
John Milczarek: president@bridge-line.org
Bob Moore: dmoore4@rochester.rr.com
Jim Odell: jeodell@earthlink.net
Frank Peragine: fperagine@cs.com
Pete Rankin: prankin132@hotmail.com
Dave Roberts: robertsrs36@yahoo.com
Eric Schadow: u23b_2311@yahoo.com
Gary Schermerhorn: bluemac@mhonline.net
John Shaw: jashaw@birch.net
Dick Silber: hocustom@aol.com
Rev. Walter Smith: revwf@northnet.org
Dean Splittgerber: dsplittgerber_railfan@yahoo.com
Steve Wagner: swagner@law.harvard.edu
Scott Whitney: sjwhitney@adelphia.net

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

USPS Required Notice

The BLHS has a provisional charter from the Regents of the University of the State of New York, and has 501(c) federal status as a not-for-profit tax-exempt organization. Its newsletter, the *Bulletin*, is sent to its members monthly. Opinions and comments contained herein do not necessarily reflect the views of the members, officers, or directors of the BLHS.

Black Flags

by Gene Corsale

This column's purpose is to recognize those CP/D&H employees who have passed away. Please write to me at 59 Outlook Avenue, Saratoga Springs, NY 12866 if you have information for or regarding this column.

The BLHS has the sad duty to report the following D&H employee and/or retiree death(s):

Norma Joan Waters Bellinger

Norma Joan Waters Bellinger, age 68 years of East Greenbush, NY, passed away after a long illness at her residence, Wednesday, August 30, 2006.

Mrs. Bellinger was employed as a manager for the D&H Railroad, working for the railroad for over 30 years.

Thomas J. Gilheany

Thomas J. Gilheany, 76, of Yorktown Lane, Stillwater, NY, died Sunday evening, August 27, 2006 at Samaritan Hospital, Troy.

He had worked for some time on the Boston and Maine, Delaware and Hudson and New York Central Railroads.

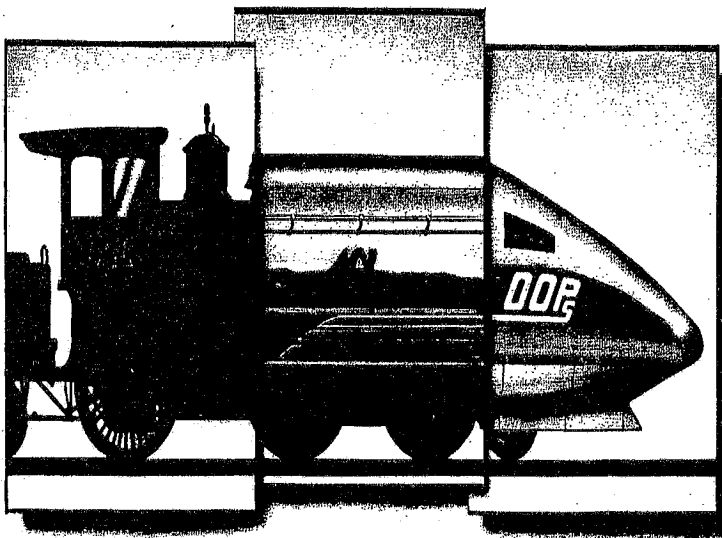
Norman Stiefel

Norman Stiefel, 72, died at A.O. Fox Memorial Hospital in Oneonta, NY on Thursday, August 31, 2006 after a long illness.

He was employed by the D&H Railroad for many years.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Railroad Tech

by *Frank Peragine*

The locomotive guys

When you write a column like this each month, there is a great tendency to always drift towards locomotives as a subject. No surprise; we railfans and modelers love locomotives, be they steam, diesel, or electric, D&H, CP, Alco, EMD, GE, what have you. Plus, of course, there always seems to be something new to write about.

This month, let's review and update the current happenings in the locomotive business – all phases – going lightly over things we have covered recently and going into a little more depth on some newer developments, many of which, right now, seem to be in the passenger business, possibly fallout from our recent high energy cost problems.

Remember when the locomotive business was all EMD and just a bit of GE or Alco? It's a lot different now, with lots of new players, too. A quick review of the whole business will show us clearly how much things are changing. And quite frankly, it is also time for me to go through the unread stack of magazines that seemed to accumulate over the summer!

The big guys

I was amazed when I noticed that the new locomotive models by EMD and GE, which I talked about in this column just a few years ago, have been selling so well. Perhaps great is a better word. These are the GE ES44AC's and ES44DC's and EMD SD70ACe's, and SD70M-2's, the heavy road power that meets Federal Tier II requirements for noise and pollution reduction. GE's risky approach (to us amateurs, anyway) utilizing a new 12-cylinder prime mover design in its GEVOs, as its locomotive series is popularly called, yields more efficient operation due to having four fewer cylinders than earlier mod-

els, and has apparently played a part in sales of one thousand units since 2003.

BNSF is a big buyer, with 750 of the units on order. I think this order is a combination of both DC and AC units; these units are needed to support all of BNSF's coal and intermodal service. Their SD40-2's and maybe even their 14-year-old SD70-MAC's must be close to being worn out by now! UP

has ordered a hundred copies of the AC GEVO, and has given them the designation ES45AC-CTE.

Closer to D&H country, Canadian Pacific continues to buy from GE, with at least 60 ES44AC's ordered so far. CSX has switched over to DC units, buying 200 ES44DC's recently; perhaps it wants to try these units for general freight and intermodal traffic. CSX likes its AC units for coal service; see November 2006 *Trains* for the great, full story.

Finally, GE continues to work on the hybrid version of its GEVO locomotives. Rechargeable batteries (charged by dynamic braking) will provide an additional 2000 hp for climbing hills, or for providing needed power in high altitude operation. Less oxygen up there means less power from the locomotive, so a bit more from batteries helps!

EMD's numbers are not quite as spectacular, but still good. A quick survey reveals that Norfolk Southern has ordered 130 SD70M-2's, and UP has ordered 100 SD70ACe's. Smaller quantities have been sold to BNSF, CSX, Florida East Coast, Canadian National, Kansas City Southern, and Montana Rail Link, among others. EMD has been doing well with overseas customers, too, with sales to carriers in the UK and mining companies in Australia and other countries.

We shouldn't forget that EMD, now a spinoff of GM, is still sort of a new guy on the block, and is intent on increasing its market share. October 2006 *Trains* reports that EMD is beginning to streamline its production along the same lines used for years by GE. All locomotives produced are now considered 90% identical, with only 10% of special features differentiating them. Therefore, they can have many parts and assemblies ordered and built in quantity

ahead of time and stockpiled, ready for use when needed. Apparently, EMD's previous practice was to handle each new order from scratch. With so few Class I's these days, plus a lot of standardized subsystems (often electronics or computer based), most units seem to at least look identical.

Paint is a different story, and both GE and EMD don't seem to do as much of this as they used to. NS's SD70M-2's working in primer until they can be cycled through Altoona for painting don't even raise an eyebrow among fans anymore.

The best part about these impressive sales numbers is that there did not seem to be any major problems on either the EMD or the GE units. I'm sure there were a few problems in early units – there are always some hardware or software problems in such complicated systems – but I don't remember hearing about anything for a long time. I'm sure, too, that the train crews have their favorite models by now, which they are entitled to, since the crews are probably the most qualified critics of all.

Everyone has been helped, of course, by the performance monitoring equipment in these new locomotives; data could be transmitted to remote locations and, if necessary, in the case of a crisis, even to the desks of the design engineers at GE or EMD.

Modelers of modern operations, of course, can go first class with ES44AC's from Tower 55, for example, but I would consider the price tag when asking for a holiday present; remember that time of the year is coming! Or, save your pennies. Tier III environmental requirements, tougher than Tier II, are coming in 2010, not that far off, so by then you may have enough saved for an expensive new model.

The little guys

There is still plenty of switching and yard work going on, and needs for efficiency are everywhere. Caterpillar-powered, EMD-licensed MP15D's and MP20D's produced by Wabtec's Motive Power group have found a niche on some roads. EMD and GE, remember, seem to be occupied pretty much full time with heavy road power, leaving most of the smaller switching market to others. Caterpillar apparently likes this business; it has given the name ACERT to its line of Tier II-compliant prime movers for rail applications. But going a little bit higher tech, *Railway Age's* August, 2006 issue includes a power summary that says the success of RailPower's Green Goats, now coded in diesel alphabet soup as RP20DBH's, continues. These units have a small diesel engine and generator that charge a bank of lead-acid cells as needed.

NREC's N-ViroMotive switcher units, built in cooperation with UP and designated GS21B's, have three 700 hp engine-generator sets (gensets), whose outputs can be combined as required to give efficient, reduced pollution operation, based on work load. Now, the excitement seems to be that Railpower will use the three engine-generator set strategy in its new RP20BD's, allowing even better pollution reduction and fuel economy than in its previous models.

A new guy on the block, to me at least, is Brookville Equipment [a relatively old company that specialized in mining and industrial locomotives...JB], which has developed its CoGeneration switcher series, which can operate on diesel, battery, or overhead. These units are tailored for operation in yards and maintenance facilities by agencies like Metro-North, Amtrak, and MTA, for example. In urban and suburban environments, noise, smoke, and pollution are important factors.

Lots of roads are sticking with their old GPs for locals and switching service; interestingly, many of the older GE U-boats and Dash 7's are gone, so EMD has apparently won the longevity battle. Note that BNSF's C30-7's are long gone from Wyoming, and there are lots of similar cases; do you notice a trend here?

Here in New Jersey, at least, Conrail seems to be satisfied with NS and CSX-owned GP40-2's and GP38-2's for local freight service; remember, these units are sort of grandfathered in and don't have to meet Tier II requirements. That Caterpillar ACERT prime mover may be focused at re-powering these guys sometime in the future.

Meanwhile, operators are looking into technical add-ons to help with efficiency and prolong life of the old geeeps. The obvious one, of course, allows engines to be turned off when not being used, in any weather. Suppliers of equipment for these units know the problems, and RA reports about an add-on by supplier Graham-White, for example, that improves the input air to the air brake compressor - drying it - so that the air brake system's job is easier, and therefore more efficient. A few little new features like these can help a lot to keep costs under control.

The passenger guys

As most of us know, gas prices have been high recently, but now that the summer driving mania period is over, and other events have been favorable, things have improved somewhat. I notice that as this is being written at the end of September, there are even spots in New Jersey, near refineries, with \$2 per gallon gas. Most experts predict, though, that we will probably never see \$2 per gallon gas again on a

long term or widespread basis and, in fact, we will probably be seeing gas prices very tightly fixed by global events, the weather, and time of year, and so on, with all trends always pointing to "higher".

Other experts say it is best in the long term if prices stay high, so new technology approaches, which we will definitely need sooner or later, can be developed. There is some good news here for the railroad industry (and actually, for all of us, I think) in that more and more cities, regions, and commuters are thinking about mass transit alternatives to highways. Mass transit means heavy, medium, and light duty rail systems, although everyone admits that cars, buses, and vans have an important role to play as well; overall, the really important thing is reducing the count of one-person-in-the-car autos on the highways.

Our mass transit problems, as always, are first, getting government help in the financial area, and second, in many places, the situation we have of mass transit integrated with freight operations. Perhaps things in the funding area are starting to change. The Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (let's just call it SAFETEA-LU and be thankful that our legislators and politicians do not run the railroads) out of Washington, with similar legislation in Canada, provides useful funding for the next several years. Unfortunately, the legislation is complicated and highway spending still dominates. For some reason, freight traffic by rail is not worth funding; the solution to heavy trucking on highways seems to be building or expanding more highways. Let's jump into some technical details, which tend to be a bit saner.

One event in the transit area that caught my eye immediately was an article in the June 2006 **Railway Age** describing a dual-mode train that allows operation in both electrified and non-electrified regions. What is being considered here is operation on high voltage catenary systems, a tougher problem than DC third rail systems; FL9's, remember, served for years, first on the New Haven, and then all the way down to Metro-North and Amtrak in the third-rail environment. Some mass transit authorities - New Jersey's NJT and Montreal's AMT (Agence Metropolitaine de Transport) are RA's examples - simply have a big, insoluble problem: both types of operations, either present now or being planned, sometimes on the same or connecting lines, and therefore needing two different types of motive power, with all the additional expenses involved.

Often there are lightly traveled routes that you want to connect to an electric line

that enters the big cities. It doesn't pay to electrify the lightly traveled line, so these dual-mode power units are attractive. NJT and AMT probably know that making passengers change trains, when switching from diesel to electric regions, just doesn't help to attract customers. On NJT, among other things, dual-mode power could mean that trains operating on the old Erie-Lackawanna (E-L) and Central of New Jersey lines could operate directly into Manhattan. Bringing lines like this into New York City is becoming more and more likely with the current plans to include direct connections at Secaucus between old E-L lines and the Northeast Corridor, building another tunnel (called THE Tunnel, by the way, standing for Trans-Hudson Express Tunnel) under the Hudson River, and replacing the old, troublesome Portal drawbridge over the Hackensack River with a fixed bridge. To accommodate all the additional passengers into midtown Manhattan, several ideas have been proposed for expanding Penn Station, with one possible station location fed by the new tunnel apparently deep under 34th Street, next to Macy's.

RA reports that M-U cars are a possible solution for the dual-mode power situation. Consider two cars coupled as a pair, the first carrying diesel engines and alternators for traction, and the second all the other equipment. Then another pair, with one car carrying pantographs and the high voltage transformer, and the second car everything else. Couple these two M-U pairs together and you can negotiate both territories. A complication is that the catenary-equipped cars have to be a little flexible to be able to handle a variety of power types: AC or DC, and various voltages and frequencies. During rush hours you can couple four or six pairs to get the passenger capacity you need. M-U cars along these lines have been designed and built by Bombardier for service in France. Besides Bombardier, suppliers like Alstom, Kawasaki, Rotem, Sumitomo, and Siemens seem to be interested in this transit oriented field; no doubt there will be additional applications. Maybe, as an example, commuter traffic from Allentown, PA into Philadelphia's 30th Street Station could be supported by SEPTA.

RA points out that a dual-power locomotive may be tougher to do than the M-U's because of the weight situation; the high voltage transformer and prime mover in one unit puts the locomotive into the heavyweight class. However, both NJT and AMT are also studying the locomotive solution, and will issue specifications for evaluation by potential manufacturers. NJT's, of course, will have to meet all of Amtrak's NEC requirements; besides weight, there is length, width, height, and

current drain, for example. All in all, such locomotives could be an overall better solution to the problem than the dual-power M-U's, and with NJT, AMT, plus some other possible operators, quantities may be sufficient to attract suppliers. These probably won't be EMD or GE, but I guess you never know.

RA says, for example, that GE still wants to keep its fingers in the passenger locomotive business, and is starting to look at a new generation of passenger locomotives to follow its Genesis locomotive. The Genesis became Amtrak's primary diesel power and has apparently been reasonably successful, and, nice for the builder, a fairly large order with a standardized design from a stable customer. As with the Genesis, the new design sounds like it will be a semi-streamlined cab unit dropped over a road unit, with some stuff like head end power added. My own guess is that this will probably be a 2010 Tier III event. Fans should suggest to GE and Amtrak that reusing EMD E-unit or Alco PA-unit body designs would be a nice styling improvement.

EMD still lists passenger units on its website for commuter service applications, and the same suggestions could be made to the E-unit's original designer as well. But it makes more sense to write to Wabtec's MP people. These guys - remember they are the old Boise Locomotive (and before that, Morrison-Knudsen) people, taken over by Wabtec - are building units like the MP36PH (Passenger, Head-end power) using EMD prime movers to meet Tier II requirements. MP seems to have a good reputation in the commuter business; agencies (some are pretty small these days - mass transit is all over!) apparently like working with a smaller supplier than an EMD or GE.

Check out November 2006 **Trains** for the full story on the MP's.

When I referred earlier to "medium" duty rail systems, what I meant was the LRV-based system. Everyone knows what the heavy trains are: Amtrak and NJT or MBTA commuter trains, and light rail is sort of like trolley stuff for use within the cities or close-in suburbs. LRV's look a bit heavier duty than most other light rail vehicles, and may be the interurban of the future. They are actually an offshoot of light rail, but they are built more ruggedly, so if necessary they can operate on routes that also have freight traffic - not uncommon - and they have to meet the applicable safety requirements in that environment. Today LRV's are quite popular overseas - Europe and Asia - and the models I've seen photos of, made by companies like Alstom and Bombardier, seem to have a European look.

About 100 years ago, as internal combustion engines and electrical machinery became available, the D&H and many other roads began to think in terms of power-equipped passenger cars. They called them gas-electrics then, of course. The idea was to operate them on lightly passenger trafficked branch lines that also carried freight traffic, so don't think that things change all that much or all that rapidly in the rail business.

Seriously, that freight-sharing term in the equation is important. Just as an example, the Seattle area's long Central System will make it down to SeaTac Airport by 2009, and later will probably head further south towards Tacoma. This is a passenger-only route, so it's considered a light rail system, and its cars look "trolley-like" to this non-expert. Some LRV's have been built to operate off overhead catenary, and others have self-contained diesel power.

At the other extreme, NJT's RiverLine uses articulated diesel-electric LRV's made by Stadler on the old Conrail/PC/PRR Camden-Trenton route along the Delaware River. This line still has some freight service, and at the south end is close to operations at Conrail's busy Pavonia Yard. Stadler is a Swiss company, which has supplied a lot of the articulated cars (abbreviated as GTW) in Europe.

The real high tech guys

The real high tech stuff is the fuel cell and hydrogen powering of our trains and - no surprise - there is little to report that is really new. This stuff is just not going to happen soon, with the basic problems being where do you get the hydrogen and how do you store it and distribute it, exactly the same questions that relate to the hydrogen automobile. So far the fuel cell and hydrogen business has certainly caused a large flow of information, often interesting, on the web. This probably indicates more research and publicity (which generates a lot of words) than product development (which causes a certain amount of secrecy). But real products are being planned and under development.

The **New York Times** carried an article recently about Chevrolet's Sequel auto. In this design, GM is using high-pressure hydrogen storage tanks, which give the car a 300-mile range between refueling stops.

In an earlier column, I talked about prototype mining locomotives and military application locomotives for the U.S. Army. There are other developments in the works. London is working on units to replace trolleys; in large cities, coming up with a system that eliminates overhead wire maintenance is a big factor, in addition to pollution reduction. In the U.S., Charlotte, NC's CATS (Charlotte Area Transit Sys-

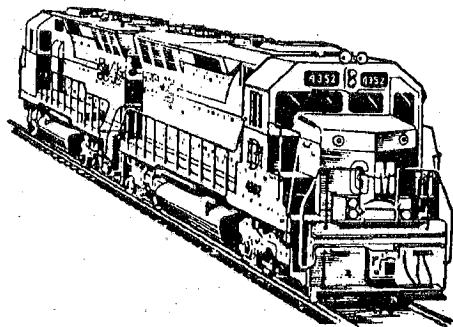
tem) is studying hydrogen's place in its new system, currently being designed and built, but recognizes that even test systems may be ten years away. Other transit systems in Denmark, for example, are interested in hydrogen, too.

There is apparently enough interest so that someone coined the name "Hydrail" for hydrogen systems on rail. My own guess is that if Tier III for diesels will be here in 2010, then check up on Hydrail in 2020.

Finally...

My calendar says that this may be the last issue of the BLHS *Bulletin* you receive before the Thanksgiving holidays. On that day, but actually, I guess, every day, we should be thankful for all our blessings, of which we have many. And with autumn here, remember those holidays are coming, so get to work on that Christmas list, too. What the heck, ask Santa for that expensive, sound-equipped model!

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



In Helper Service

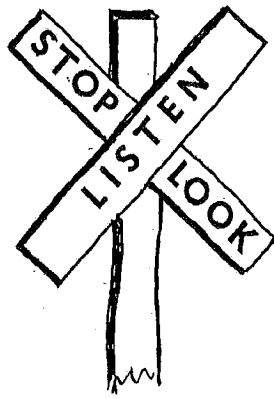
(our additional volunteers)

On the railroad, helpers are those engines used to assist a train over a stiff grade, such as the D&H's Richmondville Hill. In the *Bulletin*, we apply the term to those highly valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical assistance, etc. A heavy freight needs a little help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have any questions about items in this issue, please contact the Publications Office or contact our columnists directly. We are always willing to discuss your interests and concerns, and we try to make ourselves as available as possible given the constraints in our lives.

In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP/D&H; **John Collins; Rob Dennis; Kip Grant; Steve Lackmann; Stewart Milstein; Daniel J. Rourke; and Jim Shaughnessy.**

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



From the Cab

by John Milczarek

Archiving

We have over 90 drawings fully cataloged now, plus several hundred photos. It doesn't sound like much, but the information we are gathering is great. The photos need to be separated into those that are definitely BLHS (to be turned over to UAlbany), and those we received as one-time-use, which are the property of the photographers.

We are currently reviewing some turn-of-the-century drawings, the oldest dated 1882. Some we can't identify, as the paper is crumbling and will need professional help to unroll and preserve. It is an extremely filthy job. We wear special handling gloves, and they are black after the first few minutes.

We have set aside a few drawings for future use. A drawing of the genuine D&H outhouse will make an interesting laser kit, as will a station house (whose location escapes me, but might be Sidney). There is also a D&H map that should make a nice addition to enthusiast's collections. Anybody that knows how to set about getting a laser kit made should contact us.

Thanks to **Steve Draper** and **Pete Rankin** for donating their old collections of the *Bulletin* for turning over to UAlbany. I just need to scrape up enough time to arrange a turnover of what is cataloged and help clear the Bat Cave.

Calendar

I have no idea what the problem is now.

We turned over the templates to the printer in mid-June, expecting a printing in a few weeks. The printer did nothing because he expected a formal "go-ahead". We said start printing.

After a few more weeks, he sent a message that there was an error on the dates in the calendar, which he changed. End of August and still nothing, and no response to repeated calls.

Mid-September and we find out his son was very ill, and he had to go to Boston for a few weeks, but his assistant was supposed to print the calendar. Instead, the assistant took a vacation.

The printer promised to work on it starting September 16. It is now September 29 and nothing.

I guess we'll get them when we get them (hopefully before January). I thank VP Dave for his extraordinary effort at trying to light a fire under our printer's feet.

That aside, I want to get a jump on next year's calendar, and get it to a printer early enough to have it done mid-summer as planned. If you have photos (D&H related) you would like considered for use in our calendar, please send them to my attention (those here from last year's effort will be considered again). Use the guidelines on the back of the *Bulletin* for quality and type of photos to send. I have had two people promise to send some in, a good start.

Business matters

At a recent Archives get-together, my son and I were treated to some behavior that we considered unprofessional to the atmosphere of the meeting. Hoping to forestall this at our meetings in the future, I have instituted a conduct policy. Basically, do your best to provide a positive environment for others and treat others the way you would like to be treated.

I know our members don't need a reminder, and I thank you all for helping our society.

Upcoming

The next Archives meetings are October 13 and November 17; we will probably forego a December work session. The next Board of Directors meetings are set for November 10 and January 12.

All meetings are 7 p.m. at the Publications Office in Niskayuna, NY.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

The Lost Spike has been found!

Robin Lampson, author of "The Man Who Gave the Golden Spike", was thrilled to discover a yellowing rectangle of paper. It was the original goldsmith's bill for polishing and engraving the Golden Spike - the famous Last Spike of railroad history.

The bill from Schulz, Fischer & Mohrig, San Francisco jewelers, was made out to David Hewes, dated May 4, 1869. David Hewes was a prominent San Francisco businessman who would later become the brother-in-law of Leland Stanford, governor of California and president of the

Central Pacific Railroad. The jeweler's receipt was for "finishing 2 Gold Spikes, engraving, and 1 Velvet Box". On May 10, 1869, the Last Spike was symbolically "driven" by Governor Stanford and other dignitaries at Promontory, Utah. Thousands were present to celebrate the joining of the Central Pacific and the Union Pacific railroads and the long-awaited completion of the Transcontinental Railroad.

In 1892, David Hewes presented the Last Spike to Stanford University. For years, the second gold spike referred to on the goldsmith's bill was believed to be the sprue - surplus gold that filled the gate of the mold - attached to the Last Spike. This rough gold sprue was broken off and made into souvenir rings for Leland Stanford, Oakes Ames (president of the Union Pacific), U.S. President Ulysses S. Grant, and his Secretary of State William H. Seward, to commemorate this historic event.

Today, we are thrilled that the *Lost Spike* has been found and it is now owned by the California State Railroad Museum! The Hewes family had quietly held the second gold spike for 136 years!

In April, 2005, descendants of David Hewes placed the spike on consignment with a Southern California dealer. Bill Withuhn, Curator of Transportation at the Smithsonian Institution, alerted CSRM that it was available; research and negotiations began immediately. After the spike was authenticated by CSRM's curators, the Museum purchased the Lost Spike in November 2005 from the Museum's Opportunity Acquisition Fund, which is managed by the Museum Foundation.

The mystery has been solved. There were indeed two gold spikes commissioned by David Hewes. The first gold spike - the Last Spike - was engraved with 381 letters and the expected completion date of May 8, 1869. However, the UP train was delayed, so the ceremony at Promontory did not occur until May 10. The second gold spike - the Lost Spike, which still has the sprue attached - was engraved after the Promontory event, so it has the actual completion date of May 10, 1869, and "Central Pacific Railroad" instead of "The Pacific Railroad".

The gold spike is a nationally recognized icon of the Transcontinental Railroad. It has captured the popular imagination of Americans and, like the Liberty Bell, is a national treasure. Soon you can see the golden, engraved Lost Spike and sprue at the California State Railroad Museum. By Labor Day 2006 the Lost Spike will be on permanent display at the Museum.

From California State RR Museum's **On Track!** magazine.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



by Robert A. Moore

The rules: All members may submit ads. Ads are due at least two days before the first Saturday of the month. Your ad will run for three successive months, or until you inform this columnist that your ad has been successful, or that you've given up! And remember, send your ad or notice to cease to the street address or e-mail address below. **Do not send Swap Shop ads to the Publications Office!** We will do our best to honor any special requests.

The Address

BLHS Swap Shop
c/o Robert A. Moore
900 Middle Road
Rush, NY 14543

e-mail: dmoore4@rochester.rr.com

As the days grow shorter

The days are growing shorter and the leaves are starting to turn to many colors as this column is fat-fingered into the magic electronic box. Business here at the Swap Shop is a bit slow this month. Must be folks are involved with trying to do something with all those dry leaves in their yards. Or, perhaps there are just too many rail-related swap meets scheduled this fall enticing us away from home on weekends.

Our monthly reminder

Don't forget to include complete contact information in your ad. Some members who may be interested in your goodies do not have e-mail service. If you include telephone and snail mail contact information, everyone will have the same opportunity to respond to your ad.

For sale: O scale operational collection, \$600 for the lot plus S&H (or pick up in Saratoga Springs, NY). Items: (1) Nickel Plate Berkshire SCALE locomotive, DC, no sound; (4) scale coaches, wood construction; (1) streamlined observation, N&W tuscan; (1) D&H blue/gray RS3 road switcher, DC, no sound; (7) O scale freight cars: 1 each D&H caboose, woodchip car, reefer, covered hopper, gondola and boxcar; (1) O scale control tower with pickup

truck and figures; (1) Aristocraft 10A power supply with receiver and radio; (1) RH modeled turnout; (1) LH modeled turnout; 50 ft. scale flex track. Marcel Zucchini, 4400 Route 50, Saratoga Springs, NY; tel. 518-584-0225, e-mail marcel@encore-elec.com (1106)

For sale: Large accumulation of **Trains** magazine (45 years), **Model Railroader** (40 yrs), **Craftsman** (30 yrs), **Railfan** and predecessors. Also various employee magazines. Will bargain on price, shipping extra. Charlie Klimek, 479 Schnackenberg Road, Ghent, NY 12075; tel. 518-672-4713, e-mail chask94@aol.com (1006)

For sale: Atlas (Kato) RS11 #8180 and 8181, both D&H LS road numbers 5001 and 5005, slightly used with Kadees, \$45 each. Atlas (Kato) C424 #8059, D&H 451, \$45. Stewart #6217, 6221, C628's from original run, NIB, never run, D&H LS, \$45 each. Atlas U33C #8513-8514-8515, D&H 754-760-762, slightly used, 754 missing one front handrail, original box without original packing, sat mostly on shelf and not run, \$50 each, \$45 for #754. Atlas U23B's from original run, never out of box, #8658-8659-(2)-8660, D&H 2310-2316 (2) - no number, \$50 each. Proto 2000 PA's 16 and 18, slightly used, sat mostly on shelf, OB, Kadees, \$50 each. Proto 2000 FA2 Alco demo scheme, #8324-8325, road numbers 1600A and 1600D, used, OB, Kadees, \$45 each. All prices plus P&H, insurance. Geoff Ross, RR#3 Box 219, Susquehanna, PA 18847 (not a PO Box; this is a street address); tel. 570-727-3586, e-mail geoffross@yahoo.com (1006)

For sale: Limited run of only 100 RTR 4-packs of HO scale D&H white Laurentian Herald PS-1 boxcars manufactured by Intermountain for IM-Ports, LLC. Kadee couplers, boxcar red, four different cars numbers, researched with the help of fellow BLHS members. Four packs \$94.95, single car \$25.95, both plus S&H. MN residents add 6.5% sales tax. Order by e-mail, phone or mail. Mike Mayer, IM-Ports LLC, 16571 Iredale Ct, Lakeville, MN 55044-4511; tel. 952-892-6265, e-mail im_ports@hotmail.com; web site im-ports.com (0906)

For sale: HO scale, Penn Central locomotives from private collection, never used; GP38, master series with DCC, two numbers, \$95 each; U23B, classic series, two numbers, \$75 each; C425, classic series, two numbers, \$75 each. Ralph Notaristefano, 3 Jay Ct, Northport, NY 11768; tel. 631-757-3087 eves. and weekends (0906)

For sale: White Maine Central 50-ft. boxcar with Pan Am logo, manufactured by Athearn in 2004. Rob Kardas, 8368 Hidden Hills Dr., Las Vegas, NV 89123; e-mail robsterlockdude@yahoo.com (0906)

Wanted: Photos, negatives, slides and related paperwork of D&H railroad activity in the town of Ticonderoga, NY. Info needed for historical web site. Willing to pay reasonable prices. Mark Wright, 230 Springloch Rd, Silver Spring, MD 20904; tel. 310-622-1914, e-mail hall5742@yahoo.com (0906)

For sale: D&H Annual Reports for 1942, 1943, 1944, 1945, 1946, 1949, 1951, 1953, 1961, 1962, 1963, 1965, 1966, 1967; \$5 each ppd; 1947, \$8.00 ppd. All of Annual Reports together, \$65 ppd. Atlas HO scale locomotives, barely used: U33C, model 8542, NJDOT, road #3364; U33C, model 8548, NJDOT, road #3371; U33C, model 8544, Guilford (D&H), road #650; U33C, model 8500, undec (2); \$45 each ppd, all five U33C's \$200 ppd, insurance extra. Gem B&M R1-d 4-8-2, used, \$300 ppd + ins.; AHM B&M R1-d 4-8-2 (no smoke deflectors), used, \$200 ppd + ins. Peter H. Grant, tel. 910-270-1579, e-mail pghgrant@aol.com (0906)

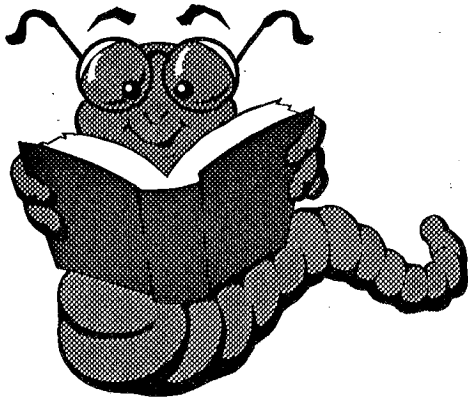
Still available: Rails Along the Kaydeross by David T. Nestlé, his last book. \$25 includes postage; NY residents please add sales tax. Patricia M. Nestlé, 311 Ray Road, Greenwich, NY 12834; tel. 518-692-2867, e-mail pnestle@capital.net (0406)

Here we go again!

Many of you may recall that this columnist took leave of his senses and led a number of key BLHS individuals in the organization of a weekend gathering known as "BLHS Festival '98". Yours truly has talked of repeating this activity numerous times over the past decade. The verbal expression of this thought was usually met with a look from Dori that is understood by many of us rail nuts married to long-suffering spouses. However, when the thought was recently expressed once more, the reply was much more affirmative. A phone call to the Bat Cave, followed rather quickly, lest the climate change, announcing the (good?) news. So, here we go again!

The BLHS Board of Directors has met and approved the concept of another weekend festivity. The Board expressed the desire to locate this event in the Bingham

continued on page 9



Media in Review

this month by *Steve Wagner*

“Working on the Railroad”

Jim Shaughnessy wrote me that a new book by Brian Solomon with this title includes a portrait of **Marvin Davis**, the long-time road foreman of engineers on the D&H, honored by our Society’s Marv Davis Award, in the cab of a brand-new Alco Century 628. Jim took the photo.

Two of Jim’s photos of railroad workers appear in the “Information Desk” feature in November’s **Model Railroader**: a New York Central engineer using a diesel switcher to spot head-end cars at Troy Union Station, and a Quebec Central engineer removing an extra flag from his steam loco – in 1957!

In the magazines

The special “Locomotive” issue of **Trains** has a two-page tribute by **Jim Shaughnessy** to Green Mountain (RS1) 405, still chugging along after 55 years in service, partly because of the modernizing work of the BLHS columnist Jim aptly calls “her mentor”, **Scott Whitney**. “Pocono Mountain Majesties” is a six-page feature devoted to the big, beautiful (white and gray with yellow and red trim) Alco’s and MLW’s of the Delaware-Lackawanna.

SD40’s and SD40-2’s rate the title “Living Legends” and six pages of photos with very little text. Short “Old Soldiers” pieces feature, among others, Baldwin switchers, an FL9 in restored New Haven McGinnis paint, a GE 70-tonner, two 45-year-old “Kennedys” (EMD C-C units) still working in Slovenia. And yes, there’s plenty of material about newer motive power, too.

A highlight of the October **Trains** is “The Last of the First: About a Michigan Alco That Just Won’t Quit”, by Garland McKee, a short article on Lake State Railway locomotive 469. It’s one of the first four RS2’s Alco built (for the Detroit & Mackinac), and the only RS2 still working today, sixty years after going into service.

McKee also has photos of the 469 switching the yard at Alpena, Michigan.

News photos in the October **Railpace** include two shots by Otto Vondrak of an ex-Philadelphia & Western “Stafford car” equipped with trolley poles and running at the New York Museum of Transportation at Rush, south of Rochester, N.Y. There is also a broadside night portrait by Lester Zmudzinski of an Albany Port Railroad SW9, with its usual CP Rail caboose. I counted thirteen different Alco (or Montreal Locomotive Works) locos in photos in the magazine.

New England Railroading Calendar

The 2007 version of this classic all-color calendar produced by the Mystic Valley Railway Society offers a variety of scenes: two steam, one electric, the rest diesel. There are three Amtrak views, and one each of Bangor & Aroostook, Boston & Maine, Canadian-Pacific (at Steamtown), Claremont Concord, Connecticut Eastern Railroad Museum, Conrail, Milford-Bennington Railroad, restored New Haven, Norfolk Southern, Providence & Worcester and Steamtown equipment.

Many hobby shops sell this calendar for \$8. But it’s mailed free during the holiday season to members, and membership costs only \$6 annually. MVRS, P.O. Box 365486, Hyde Park, MA 02136-0009; 617-361-4445; mysticvalleyrs.org.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

“Swap Shop” from page 8

ton, NY area. We are proceeding with this as our location, the tentative dates of September 21-23, 2007, and the temporary name of “BLHS Blast 2007”. All of this information is tentative pending the results of the survey you find attached to this issue of the **Bulletin** and the search for a suitable hotel to host the event. As you complete the survey, please express your preferences for location and date, and feel free to suggest a name you can expect to see in every issue of the **Bulletin** from now until next fall.

An event such as the one we are planning is not organized and executed by one individual working alone. The present committee of one will be expanded to include many of you. It is important for each member to complete the survey form and return it so we can plan activities that are truly of interest to you as a member of BLHS. If you have skills that will help to make this event a memorable one, please state that on the survey form. We really do need your participation.

More information will be included in each month’s column as we build our program and your expectations for this event.

Displaying the big one

Fellow columnist Steve Wagner and I have both recently written about the Atlas O model of an Alco C628 decorated in the D&H lightning-stripe livery. Since we are both HO scale modelers we have each purchased a dummy version of this beautiful, BIG locomotive for display purposes. In an effort to keep my model free of dust and other airborne debris, I went in search of a suitable display case with clear plastic cover. I found an item I thought would do the job in the Micro-Mark catalog. There are three different lengths of O scale display cases listed and I ordered the one shown as 18 inches long. When the item arrived the inside dimension of the plastic cover measured just over 18 inches, and proved to fit perfectly over the magnetic coupler actuating pins on the ends of the model. We won one!

Museum update

We’ve written a bit in the past about the dual railroad-themed museums in the Rochester area, the New York State Museum of Transportation, and the closely affiliated Rochester and Genesee Valley Museum hosted by the Rochester NRHS. The two museums have enjoyed a fairly active summer season this year, with Caboose Days over Father’s Day weekend in June, and Diesel Days in August as highlights. NYSMT also completed construction of a substation to power the operable trolleys in its collection, and trolleys are now actually running on selected Sundays. The sights, sounds and even smells of these old electric cars can be enjoyed once again.

The two museums are open for business every Sunday through the end of October, with track car rides over the 1.6-mile rail line that connects the two museum locations. Since most of the NYSMT collection is housed inside, it alone is open year round on Sundays, with reduced admission charged during the winter months. If you plan to be in the Rochester area, look us up. In the meantime, look over the web-sites, nymtmuseum.org and rgvrrm.org.

Banquet time

This issue of the **Bulletin** should hit the streets just in time for the 2006 annual banquet, to be held at Manna’s Restaurant in Ballston Spa, NY. Dori and I have definite plans to be there, and hope to see many of you. If you would like to save the price of a first-class USPS stamp, we’ll be happy to collect your completed survey form in person!

Until we see you at the banquet, as always, may the force be with you and yours.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Office of the Immigration Commission of the State of New York

Good Advice for Immigrants on Their Arrival in New York

This paper will be given to passengers upon their arrival at the quarantine by officers of the inquiry board. The officers, named by the Immigration Commission, are officials of the government. Captains of the immigrant ships will be requested to make passengers aware of this paper by putting this handout in their hands.

Passengers who land in the port of New York intending to go inland should make their stay in the city as short as possible to save money. It is, in general, not necessary to go to a hotel or boarding house, since the ticket can be purchased immediately and the luggage brought to the steamer, cable boat, ferry or railroad being traveled. Any of these travel every day of the whole year. By doing this one need not spend much money on board, lodging and freight, and also thereby avoid many opportunities to be defrauded.

Passengers who go to inns and boarding houses should look at the written price list for costs and boarding ahead of time. Before giving your luggage to a baggage-man (carrier) for further transport, you should negotiate the price for the service with him and be cautious; note if the cart is regulation and keep the number of his cart. The set allowed price for the loading and for a journey not over a half mile is 93 3/4 cents, and for every additional half mile a third more.

Among the frauds perpetrated on immigrants, nothing is more common than overcharging for the passage to the interior, against which there is no better protection than close observation of the following remark:

There are two main routes from New York to the interior.

One is by way of Albany to Buffalo or with the New York and Erie Railroad. The passage from New York to Albany costs 25 to 50 cents (1/2 dollar). From Albany are two transportation methods or routes to Buffalo; the one by canal taking 7 to 10 days for 1-1/2 dollars; the other via railroad in 36 hours for 5 dollars, not higher.

The route to the South and West is by way of Philadelphia and Pittsburg. The passage from New York to Philadelphia costs 1 dollar and 50 cents, and from there to Pittsburg 3 to 5 dollars; this makes from New York to Pittsburg 4-1/2 to 6-1/2 dollars. In summer there is also a route from Pittsburg to Albany costing 4 dollars and 50 cents.

For all routes, the passenger must provide his own food; the price differences on the trip between the canal and the rail-

road is consequently not as great as it appears at first. The passengers on the canal must pay for a week's more provisions, take into account the time lost, and that they are exposed to the possibility of fraud for a longer time.

Passengers are advised not to make arrangements to go to remote places not lying on the railroad track, but only to the next railway station, and from there make a new agreement to their destination.

If the same (people) have not received different advice from an emigration organization or, in any case, if it was not possible to question the organization, they should not arrange to go further than Buffalo or Pittsburg, and from there make a new arrangement. Otherwise, it is easily possible that you may find out the tickets for which you paid for in advance were invalid.

Because the luggage is very often stolen, the passengers are therefore warned to keep a watchful eye on their effects, and not to trust their transfer to unreliable people, or to let themselves to be persuaded against their will to go to boarding houses or travel bureaus.

Immigrants should always, immediately after their arrival, decide what they want to do before they deplete their small resources in boarding houses, and try to begin their trip as soon as possible if they have the resources.

On your arrival here, you should give no idea of what your belongings are, nor enter into any kind of association or obligations, without previously getting information and advice of the immigration commission or the immigrant society of the country to which you belong, or from your consulate. In addition, you must be on your toes so you don't ask to be taken to an incorrect location. There are many individuals without a conscience who will intentionally lead the stranger (foreigner) astray. Ask the latter for the agent of the German society. Sometimes swindlers will pose as agents or offer to lead the stranger to the office, but instead of doing this leads him to a place where he surely will be cheated.

It is to be taken as a general rule that where the traveler is required to take a passage, or where he must pay for information, he is not at the place where he wants to be. He should look over the door of the place to which he was brought to look for the name of the person or office which he seeks. All foreign consulates and immigrant societies have signs over the doors of their offices. The office of the German society is Number 95 Greenwich Street; the

Irish Immigrant Society, No. 1 Reabe Street; and the Immigrant Commission is an official town building in the park.

Passengers who travel further should always carry small silver money, in that they otherwise can be easily cheated along the way.

Never take banknotes when they are offered if you can avoid it, until you know their exact value. They may be counterfeit notes or notes from bankrupt banks in circulation. What in America is called a shilling is not more than 6 pence sterling.

Pay attention to this notice.

John H. Griscom
General Agent of the
Immigration Commission in
New York

American equivalents of foreign currency

Sovereign

4 dollars 80 cents to 4 dollars 85 cents

Louis d'or

3 dollars 91 cents

Doppel-Louis d'or

7 dollars 82 cents

Zehn-Guldenstueck

4 dollars 00 cents

Fuenf-Frankenstueck

93-1/4 cents

Preussischer Thaler

67 cents

Daenischer Species-Thaler

1 dollar 05 cents

One Schilling Sterling

24 cents

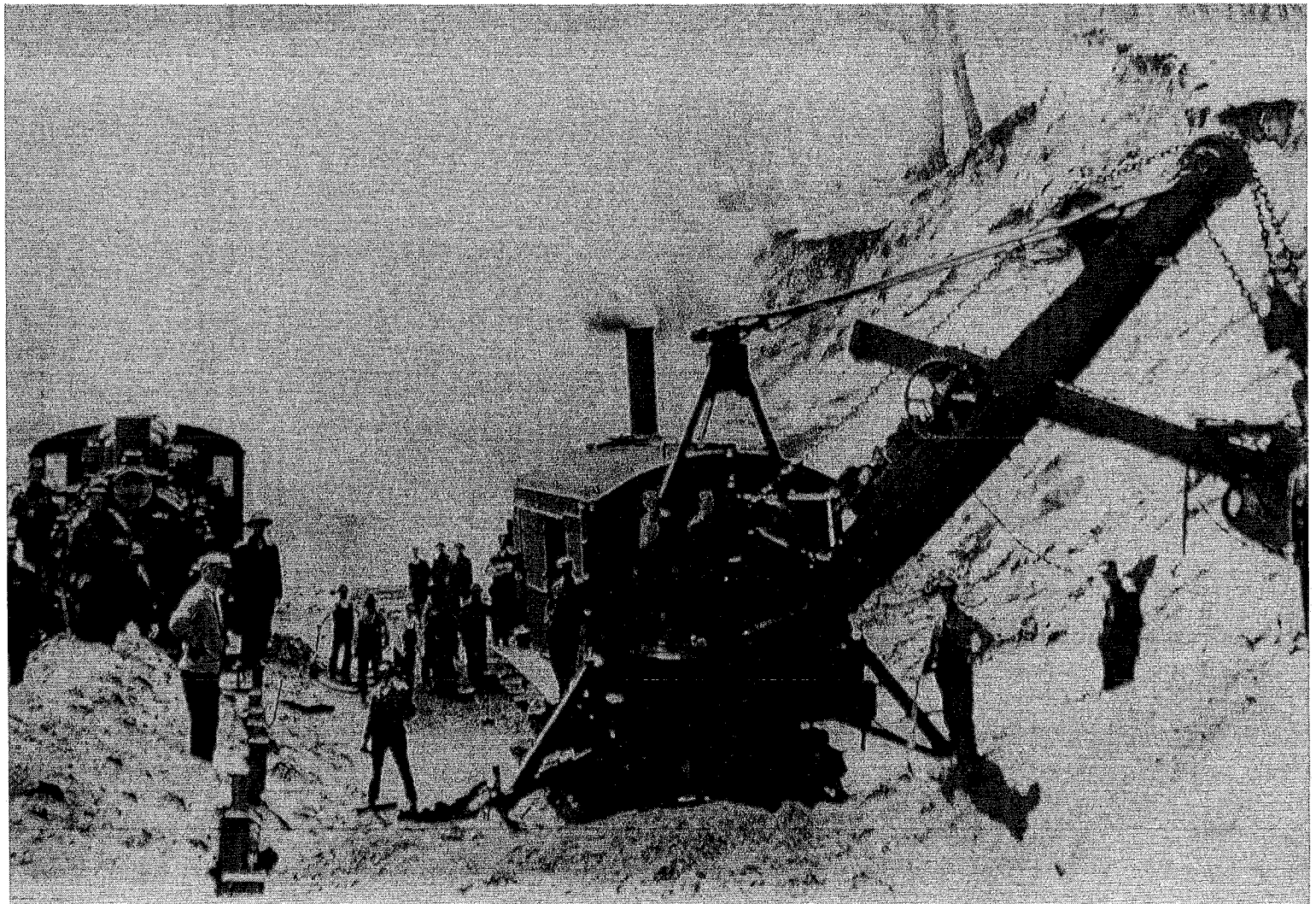
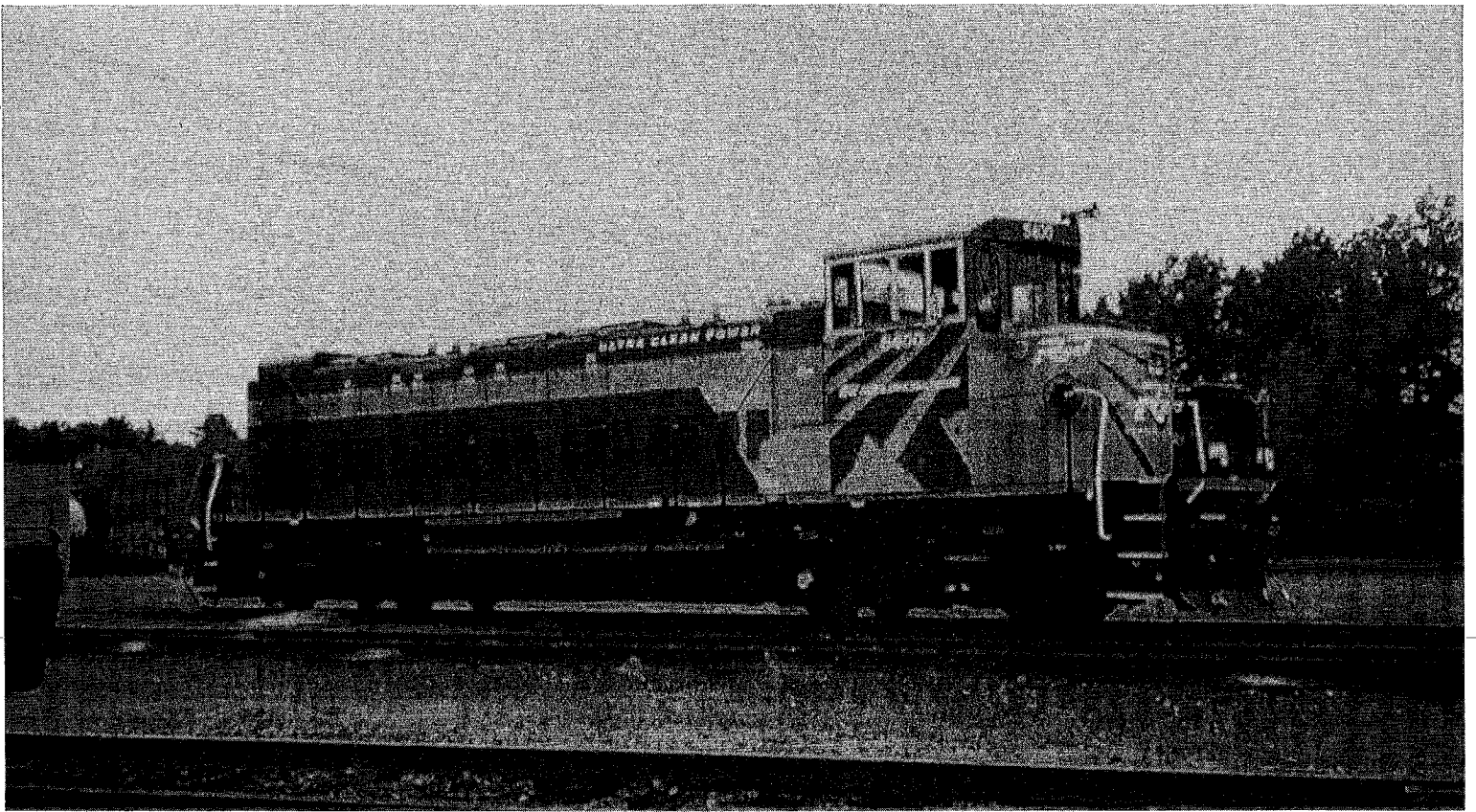
Handbill, "Good Advice to Immigrants on Their Arrival in New York", c. 1847-1851 (State Historical Society of Wisconsin), WHi (X3) 40799, Gattiker Papers; from the collection of Kip Grant.

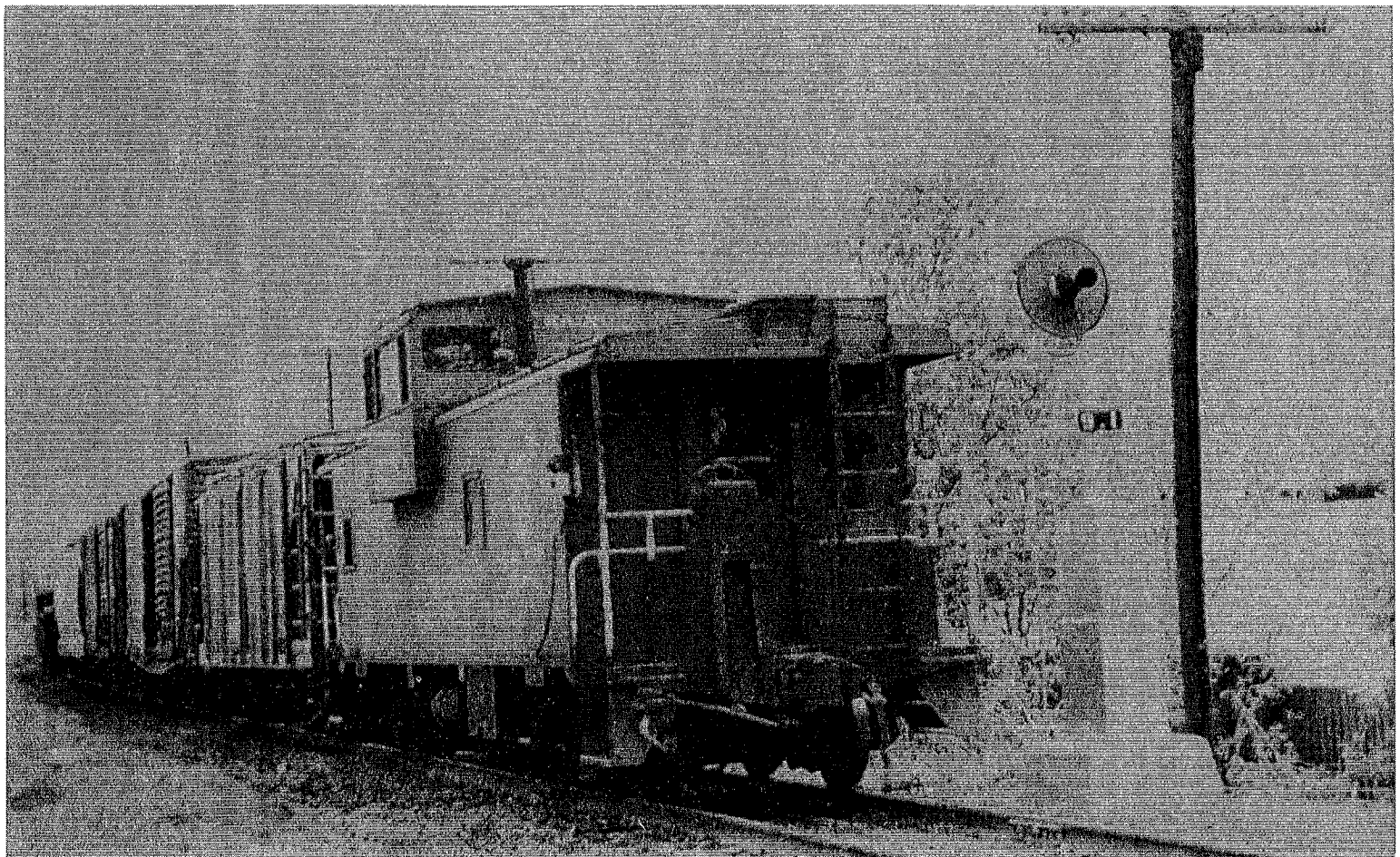
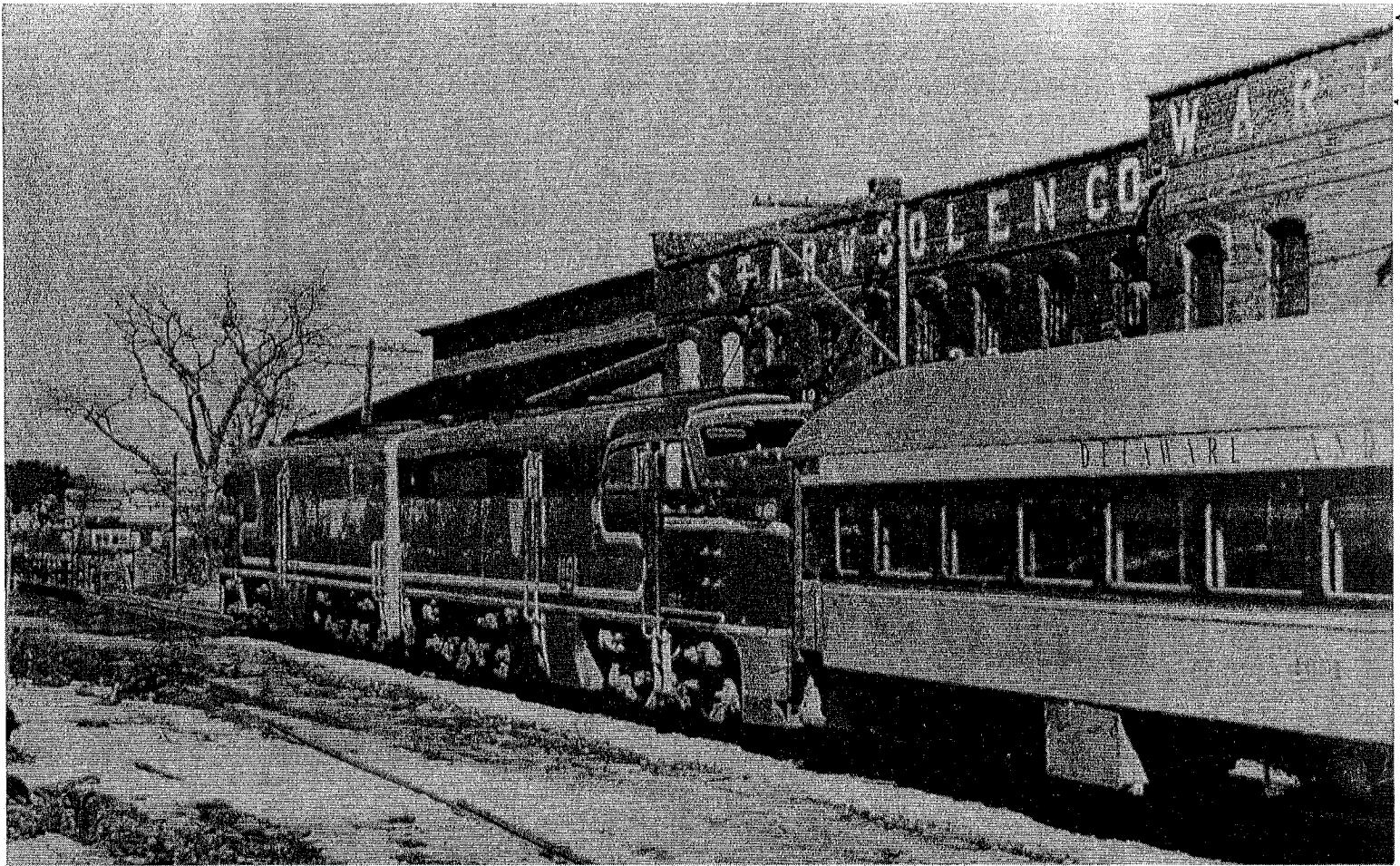
D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

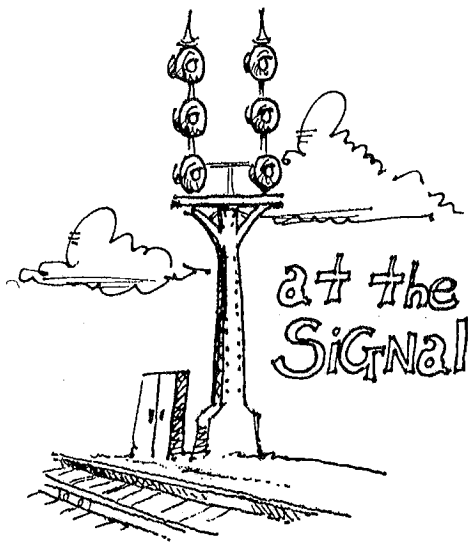
Photos on page 11:

Top: RailPower Industries RP20B demo locomotive at CP Rail's Saratoga Springs yard, September 2006 photo by Gene Corsale. This is the original demo locomotive, and probably the same type being built at Super Steel in Scotia for RailPower Industries.

Bottom: D&H construction crew making cut for Lake George D&H station, approximately 1912. The construction supervisor, standing at left with cap and white sweater and characteristic pose, i.e., both hands on hips, is John F. Rourke. Collection of Daniel J. Rourke.







by Gary R. Schermerhorn

Flashback at Dalton

As we head into another colorful autumn, I remember fondly the "Big Blue" days of Conrail. Recently, while attempting to shoot the dysfunctional CSX in the Capital District, I found myself recalling memories of when Big Blue still ruled the ex-NYC lines in the Berkshires, the Mohawk River valley, and the Hudson River valley. More than ever, I miss those Big Blue days. It seems about the time when fall rears its head that my fondest memories flood back to me, like good wine.

As a rail photographer, there somehow seemed to be a much better dependability with Conrail, of seeing a certain train at a certain time at a certain location, that was such a delight. Especially when you begin to factor in the shorter and more critical lighting windows of the fall season.

With great clarity I remember one particularly gorgeous morning in early October in the mid-90s, when I was standing trackside on the grade near MP145, deep in the Berkshires, looking west at the Dalton depot. The trees behind the depot

were drenched in spectacular shades of orange and red that screamed into the low morning light between wisps of milky fog. I remember a half hour after my arrival listening to bird songs and the hush of the woods, when suddenly the unmistakable low throb of an eastbound could be heard in the distance, approaching on Track One as it began its long climb over the grueling, twisting 1.4% grade out of Pittsfield. After a long time, the sound of laboring GE's ebbing and flowing out of the mountains, the blue Conrail face of the lead C30-7A of Conrail freight SEBO slowly appeared into the light between the deep black shadows, its red Mars lights glowing like eyes of some great dragon. As the train slowly crawled eastward past the depot, I remember witnessing all four of the old Dash 7 blue boats down on their knees as they lugged 8,000 tons of freight up towards Hinsdale Summit. Hot exhaust and smoke shimmered in the cool morning air as the big boats shuddered and chuffed and spit their way uphill. It was a great theater of modern day railroading in the bosom of the ancient mountains amid autumn's fleeting glory.

To anyone else it was probably just another freight on another day out of Selkirk Yard for Boston. To me, it was pure Conrail in the Berkshires. Almost sacred now.

As that SEBO clawed ahead, I aimed my trusty Nikon and motor drive, and fired off a few frames of precious K25 Kodachrome for posterity, only to step back to wave at the conductor, who was usually half asleep with his feet up in the shuddering cab of the lead GE. It was a timeless ritual of a "shining season" that will be etched in my soul for a lifetime. The SEBO could always be a dependable morning shot between 6 and 10 a.m., usually followed by intermodal train TV6 at Dalton. Westbounds BOSE and TV9 were also very dependable morning subjects back then.

Today (a million years later, it seems), if I wanted to repeat the same ritual of driving my car to Dalton, MA in the bosom of the Berkshires, and set up my prehistoric Nikon at that same exact spot at QR145 after sunrise, I could wait a good five to six hours before seeing anything. If I'm lucky, I might get an eastbound Q116, L174 or Q422. But I wouldn't bank on it. And although the yellow faces of those cab-signal-equipped CSX "dump truck" GE C60AC's or EMD SD70MAC's aren't bad, if I do get a train, it just isn't the same, folks. Not even close.

But that's the ball game. Maybe that's why we have memories. Things to cherish from our past, to make us appreciate what

is now gone, what was given, and what we still have to appreciate.

Dinosaur on a bridge (Round One)

I've been kinda out of the game of hardcore railfanning for some time now. Back in my slightly younger days, I was one of the first ones out the door before the crack of dawn to catch that here-today, gone-tomorrow OCS move, or rare loco on the point of a stack train or freight, no matter how long the drive. Now, unless that OCS is coming up the grade for the ADM facility here in my hometown of Hudson, no more of any of those grueling predawn wake-up calls, at least for this aging dinosaur.

Over the years, the Internet has been a huge source of "heads up" info and tips for the rail photographer for newsworthy moves and events. Of course, sometimes that info isn't always the most reliable or accurate. We all have fallen prey to the woes of bad "intel" from the computer or phone. These days, it would take literally a steam train to toot up the Hudson River Valley to get me out of the rack on a weekend before sunup.

But...the Internet had been buzzing for the past week of the upcoming AAPRCO (American Association of Private Railroad Car Owners) convention special, which was to circulate in the Northeast on its annual tour in 2006. The move, pulled by Amtrak power and usually about 20 cars or so long, would be making the rounds on CSX and the D&H in New York, as well as Vermont, Massachusetts, Connecticut, etc.

I saw by the latest schedule that I would have an opportunity to get trackside on Sunday 9-17, when the AAPRCO special was to make its eastward run over CSX's Chicago Sub, out of Niagara Falls for Albany. First reports would put the train over the Selkirk Branch from Hoffmans into Selkirk Yard by late afternoon. This train has made this move before on this routing in years past, so I thought nothing about any kind of change of plans. Of course, that wasn't to be the case.

I headed out for my usual stomping grounds on the Selkirk Branch, a stretch of double track railroad between CP-RJ and CP-SH, with which I have become quite familiar over the years. My target was the abandoned Fullers bridge, which overlooks the busy double-track line just west of the Fullers flyovers, where Tracks One and Two cross over each other and over U.S. Route 20, before soaring over the Watervliet Reservoir at French's Hollow (trestle) and continuing east into Guilderland Center. The bridge is located off Old State Road from U.S. 20, and is known as the "Old State Road Bridge" or the "Fullers Bridge", depending on whom you talk to.

Photos on page 12:

Top: D&H engines 17 and 19 with the northbound *Laurentian* at Cohoes, NY. The train is getting ready to cross the Mohawk River bridge at New Cortland Street; the former Star Woolen mill is in the background. Early 1970's photo by Steve Lackmann.

Bottom: D&H south end of a northbound freight at Waterford, NY, MP 9.1. Early 1980's photo by Steve Lackmann.

During the afternoon, this is strictly an eastbound-oriented shot, until perhaps late afternoon, when the sun comes around for westbounds. However, the normally used westbound track (Track One) is buried in shadows by that time; the elevated Track Two gets the majority of the late day sun. Another bonus is this bridge is an excellent vantage point for picking up the South Schenectady talking detector at CP-SH (161.070 MHz) and the Hump and East End communications at Selkirk Yard (160.860 MHz).

I was already envisioning the wonderful site of this AAPRCO train, with its three Acela blue and silver Amtrak "pugs" (this year the 90-190-54), symbolled on CSX as P952-17 today, with its rainbow consist of private varnish, with the classic former NYC observation car "Hickory Creek" bringing up the markers.

Unbeknownst to me, back in my Hudson pad on my computer, the latest last minute change of the special was being posted. Had I perhaps been equipped with a radio-equipped PDA, or higher tech cell phone, I might have been able to be warned or text-messaged about this latest crucial change. That change, of course, was that the AAPRCO special would not be coming east on the Selkirk Branch (for undisclosed reasons) at all, but instead would be traversing the former New York Central main line all the way to Rensselaer, coming off the Chicago Line at Hoffmans. This is the routing used by all Amtrak traffic between Albany and Buffalo.

Unknowingly, I had been just kicked in the teeth with the classic double whammy railroad folly of our hobby with special moves. So, like the prehistoric dinosaur I am, I continued my vigil on the Fullers Bridge until evening, shooting at least 10 freights between 1330 and 1730 hours. I just figured the special was delayed, not knowing I could have stayed there all night, on that bridge with a flashlight, and not seen it. It wasn't a total loss; I did nab the CN Q620 eastbound on Track 2 at 1552 hrs with clean CN C44ACW #2678 on point, with an Illinois Central Operation Lifesaver SD40-2 trailing, followed by the Q390, with a UP SD70M "flagship" and a CEFX SD40-3 rebuild (with the SD45 carbody in blue). The sun was warm and the sky clear all afternoon. Many of the seemingly-demoralized CSX crews on the passing trains were cheered by the beautiful weather to send a toot of greeting or two as they stormed east or west. I did find it odd that I saw no other railfans on the wonderful vantage point that should have tipped me off that something wasn't right. I even noticed a few other misinformed souls standing lonely vigils at other locations on

the branch and at the yard as the sun set, waiting in vain for the special to show up.

Dinosaur on the bridge (Round Two)

Sometimes in this hobby you get a second chance. Although I got burned by the last minute change of the AAPRCO special off the Chicago Line to Albany as it unexpectedly bypassed the Selkirk Branch, fate would hand me another chance on another Sunday (September 24) to redeem myself.

Due to a huge landslide in Emsworth, PA, which disrupted just about all NS freight traffic in the Northeast, the AAPRCO special was forced to make a change for its return trek. It was to come out of Scranton to Albany, bypassing the route to Harrisburg in favor of the D&H to Binghamton. The passenger special would leave Scranton in the early morning hours and head over the former DL&W Pocono Line for Binghamton, then continue northeast for Schenectady over the scenic A&S Division by early afternoon. What made this so sweet was that the same set of circumstances that made the special detour around the Selkirk Branch now would put the special in a perfect window for photography on my favorite D&H line on a weekend. And that was after not being able to shoot the earlier southbound run from Schenectady to Scranton, which ran on Wednesday, a work day.

However, as with just about every special run, there was a wrinkle. Isn't there always? This time it would be the weather, which was forecast to be cloudy most of the day, with showers. Nevertheless, I armed my trusty Nikons with prehistoric film and headed west for the beloved D&H on that day. (I would like to give a big hat tip to "Mr. G", who graciously supplied timeline info over the 'Net to the many followers of the special's run in D&H land.

It was looking pretty grim as I departed the Thruway at exit 25A for I88 and passed through the toll booths just before noon. Low grey clouds darkened the sky, and rain appeared to be only minutes away. However, as I descended into the Schoharie Valley around Howes Cave, sun splashes from some moving "sucker holes" randomly sprayed across the hills, backdropped by a black sky. It made for some dramatic theater from Mother Nature.

Just south of Cobleskill, I heard someone's rear end telemetry squawk over my on-board scanner. I hoped it might be a late southbound, maybe NS 930, but it proved to be a northbound when nothing materialized as I continued south on the interstate. By Richmondville, those sun holes had closed, and I was hit like a freight train by a fast-moving squall line,

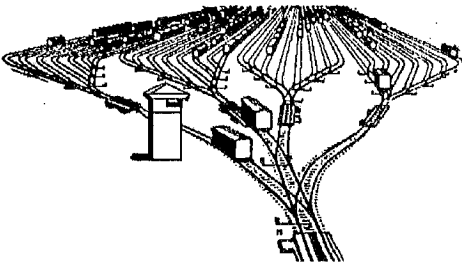
with racing black clouds opening up with a sudden deluge of water, making driving difficult, if not dangerous. Thankfully the rain began to slowly let up by the time I exited at East Worcester for Route 7; I backtracked north to my favorite bridge perch, Brooker Hollow Road near MP-528.1.

I pulled the old Ford off the main road and parked near the old bridge, satisfied that the MP530 signal I saw on Route 7 heading north was blocked solid green for a northbound out of Oneonta.

By 1255 hrs, I heard the horns sound at East Worcester, in the valley to the south. Five minutes later, the AAPRCO special rounded the curve and sped upgrade for Richmondville Summit, with three Acela-schemed Genesis Amtrak units (54-90-190) and 18 cars of glistening varnish, of all colors and makes. Behind the power for the trip north was the "Hickory Creek", a NYC observation car from the *20th Century*, with at least two classic dome cars from the Northern Pacific, "Vista Dome" and "Northern Sky"; bringing up the markers was the classic Chesapeake & Ohio car, "Chapel Hill", in rich midnight blue, yellow and white. The detector counted 102 axles as the convention train, symbolled 857, merrily rumbled over the summit and sped northeast for CPF-526, with me hot on its tail.

Incredibly, during the next few miles, the sun broke out of the clouds and dying rain as I continued toward Richmondville on N.Y. Route 7. Time seemed to stop as I reached the on-ramp of I88 and pulled over briefly to watch the special wind through the reverse curves along the side of Richmondville Hill. The sun sparkled off the multicolored cars and power as the train weaved through the brush, the flanges squealing in the tight curves on the grade. The handsome Acela schemed "pugs" chugged the rainbow train off the grade and swept towards Warnerville, backdropped by a stormy black September sky. It was a sight and sound I will not soon forget in my many years of railfanning. And I didn't even need to raise my camera this time! Sometimes such wonder is best left to the mind's eye. Instantly my letdown last Sunday at Old State Road bridge was vanquished.

Further north, a four-way meet was shaping up at Duanesburg, between Esperance Station/CPF-503 and Delanson/CPF-499. The 857 special closed in on the Helderbergs out of Central Bridge; NS train 168 was on hold on the main near Young's Road; NS train 931 was near Quaker Street; and the NS 169 train was coming south through CPF-499 on the controlled siding. I parked near Cole Road
continued on page 24



The Receiving Yard

by Doug Barron

Private cars on D&H...On Monday, September 18, a special passenger train operated over the northern end of the D&H for the American Association of Private Railroad Car Owners (AAPRCO). The train had Amtrak P42's 90-190-54 pulling 23 private cars. It left Rensselaer, NY shortly after 7 a.m. for Schenectady, then rolled onto Saratoga Springs, Whitehall, Ticonderoga, Westport, Plattsburgh and Rouses Point.

At Rouses Point, the engines ran around the train. The train then headed for St. Albans, VT, staying there overnight. On Tuesday the train went south through Vermont to Essex Junction, Montpelier Junction, White River Junction, Bellows Falls, Brattleboro and on to Palmer, MA, where the engines ran around the train before heading west to Springfield, Pittsfield and finally Rensselaer, where it stayed the night.

On Wednesday September 20, the train left Rensselaer and headed to Schenectady again. At Schenectady the train was turned and then headed south over the D&H to Delanson, Oneonta and on to Binghamton. From Binghamton, the train headed for Scranton, PA and Steamtown, where it was to stay until Sunday, September 24. The train was to then head down the Sunbury line to Kase, Lock Haven and Tyrone. At Tyrone, PA, the train was to be split, with part of it heading to Pittsburgh and then on to Chicago, while the other part of the train would go to Harrisburg and Philadelphia and Washington, DC.

On Wednesday, September 20, I chased the private car special from Delanson to Oneonta. The train, a mix of stainless steel, heavyweight and smooth-sided cars and domes, arrived in Delanson about 8:45 a.m. It was also a mix of color with silver, UP yellow, red, blue, green; on the rear of the train was the former New York Central round end observation car "Hickory Creek". At Delanson, the sun was out, but as I headed south, the clouds were getting heavy; by the time I got to Oneonta it was just about to rain, so I broke off the chase and headed for home.

It was great to see a passenger train on the south end of the D&H. It reminded me of some of the specials that the D&H used to run in the early 1970's, and of the CP Rail Family Days picnic trains that CP Rail ran to Oneonta in the early 1990's.

Doug Barron

D&H caboose...While I was in Oneonta, I stopped by the Neahwa Public Park where D&H C. Co. / A&S caboose #10 is on display. It was in that 4-wheel caboose that on September 23, 1883 that eight men got together and organized the Brotherhood of Railroad Brakemen. The title was changed in October, 1889 to the Brotherhood of Railroad Trainman. The eight founders were William C. Gurney, Daniel Hopkins, Daniel J. McCarty, Eugene S. McCarty, Union C. Osterhout, Elmer Wessell, H.S. Wilber and Charles J. Woodworth.

Doug Barron

The flood of 2006...The great flood is now just a memory despite the lingering evidence of soggy destruction all around the D&H main line from Oneonta through Sunbury. The first train out of Binghamton northbound was 8858 on July 6; NS 9329-6553-9934-BNSF 4523-NS 9762 struggled with 96 loads. Local D22 pushed the train out of Bingo. All trains operated at restricted speed the first day between Binghamton and Afton.

One of the locations that took a real beating from the flood was Afton. The controlled siding between Afton and Nineveh was back in to service on July 6, but the main line there was out of service for a few more days.

Southbound out of Binghamton was another major headache. A huge sinkhole formed at MP 623, and there were severe problems at Nescopeck, PA, MP 712. The Sunbury Line was not reopened until July 8. Trains had been reported detouring down the CSX River Line to get to Philly area, as well as east over the Tier to get to New Jersey; and through Ontario to the Buffalo Line to get to Harrisburg (until an NS wreck put an end to that). Wherever there was trackage in the Northeast; for a while there seemed to be a strange train on it.

The flooding did not just damage the major lines, as the short lines were also hit. The Cooperstown & Charlotte Valley RR (former D&H line) had an extensive washout at milepost 16, with several trees down. Usually a washout on this end of the railroad wouldn't have been an immediate concern, but NYC combine #290 was scheduled to be returned to its owner, so this section of the railroad had to be put back into service as soon as possible. In addition, the office of the C&CV at Coop-

erstown Junction had four feet of water in the basement; everything stored there was ruined.

Leatherstocking RHS Railtimes

North Creek line to get repairs...Greenfield, NY, on the south end of the line to North Creek, is still struggling with the flood that occurred this past spring. Flooding washed out 300 feet of track along Daniels Road, attributed to a beaver dam giving way. Now a different reason is being suggested: a berm under the tracks giving way under a heavy rain.

The town bought the tracks last year from CP Rail, using grant money. Funds that remain will go toward fixing the damaged tracks. The unexpected expense has forced the town and the Saratoga Economic Development Corp., which brokered the deal with CP Rail, to apply to NYS DOT for more grant money. Additional funds would cover the cost of refurbishing other areas of the 14-mile stretch, two trestles over Route 9N, and a depot in Corinth. Part of the arrangement for the purchase of the rail line included having CP Rail upgrade the tracks; this work is to start this fall.

The Warren County Board of Supervisors bought 8.5 miles of the former D&H line in 1998, and the Upper Hudson River Railroad runs trains along the tracks between North Creek and Riparius. Fixing the line in Saratoga County could allow trips all the way to Saratoga Springs from North Creek. The scenic train could boost tourism and the economy in rural Saratoga County.

Schenectady Gazette

Super Steel Schenectady rolls out RailPower Corp. engines...Readers traveling through the Scotia area might want to swing in by the Super Steel Schenectady plant to view, sitting in the yard, finished RailPower RP-series engines. The engines are RP20BD triple-engine units ("20" for 2,000 hp, "B" for B-axle sets, "D" for diesel); inside them are three diesel generator sets (gensets) instead of lead acid batteries; the batteries are used on RP20BH (H for hybrid) engines, similar to RailPower's "Green Goats".

The principle behind genset units is simple. When the RP20BD is idling, only one of three gensets is operating; the other two will come to life when additional horsepower is needed. When demands diminish, two gensets return to idle or shut themselves off (depending on how they are programmed), while the first genset keeps the unit "alive" until the next command. It, too, will periodically shut itself down and come back to life through an on-board auto-start system. To equalize wear, the locomotive is programmed to automatically rotate which genset is the only one running.

The RP20BD is aimed at the road switcher market, focused on being a replacement for the tried-and-true venerable EMD GP38. RailPower hopes to sell 200+ units during the first year, and reach 300 units annually in the following years.

Trains, via Champlain Valley NRHS Shortline

Norfolk Southern orders two RP20BD switchers...Norfolk Southern has ordered two RP20BD series multi-engine low emission road switcher conversion kits from RailPower Technologies for delivery by the end of 2006, and will retain the option to purchase additional units between 2007 and 2009. TMS in Altoona, PA will convert conventional switchers into equivalents of RP-series locomotives, designed to cut fuel usage up to 35% while reducing air emissions up to 80%. NS will also evaluate battery-powered and hybrid locomotives. At the present, RailPower has a 150+ unit backlog, with a majority being the gensets rather than the battery-hybrid units.

Pottstown-Reading NRHS Colebrookdale Local

Norfolk Southern to retire GP15-1's...Norfolk Southern will retire 40 former Conrail GP15-1's (NS 1406-45) by the end of the year. They will be removed from the roster and put up for sale. Of the group, #1443 has been modified for remote control operation and #1426 and #1427 have ZTR's SmartStart, an automatic engine start/stop package.

Colebrookdale Local

CP Rail roster changes...Add to the stored unserviceable list Soo 781, 6612, 2064, and CP 5419, 5579, 5667, 5752, 5758, 5768, 6015. In addition, D&H 7311 is stored. On lease to EMD are CP 5573, 5609, 5676, 5679, 5691, 5727, 5776, 5813 and 5836. SL&H GP9u #8216 has been relettered CP #8216.

CP Rail's new order of GEVO's should commence in the late September-early October time frame. The ES44AC's will be numbered 8760-8839.

Railtimes

New Secretary of Transportation...President George Bush named a new transportation secretary, nominating former Federal Highway Administrator Mary Peters to the transportation post, replacing Norman Y. Mineta, a San Jose, CA, ex-Congressman.

Schenectady Gazette

Mechanicville, NY officials seek state money to restore station...City officials are seeking \$1.6 million in state funds for a mass renovation of the former D&H passenger train station that once served as the passenger center of Mechanicville's thriving rail industry. If granted, the money would be used to help a local not-for-profit group turn the boarded-up and dilapidated

building into a rail-themed museum. The 121-year-old building and an adjacent signal station, XO tower, are the last remnants of Mechanicville's former status as the third-largest rail hub in the country.

The Office of Community Development Administration is preparing a grant application to the Empire State Development Corp, which last month unveiled a \$300 million "Restore NY" program for community improvement projects across the state. The grant application also included \$100,000 to finished work on the tower. The train station, currently in private hands, has fallen into a state of disrepair, and has been deemed uninhabitable by the city building inspector. The owners are in the process of deeding the property to the Mechanicville Heritage Society, which will pay the back taxes on the building. The Heritage Society is spearheading the museum plan, which was also at the center of a revitalization strategy adopted by the city earlier this year.

Schenectady Gazette

Feura Bush, NY historical marker dedication...A historical marker has been placed in Feura Bush, NY in front of the Stewarts Store. It reads, "Early Business District: Railroad Depot c. 1870, Hellenbeck Store c. 1910, Hatgawat's Tavern c. 1919, Rothaupt's Blacksmith Shop".

In late 1864, the Saratoga & Hudson Railroad Company bought land and built a railroad line through the area. The S&H would become a part of the New York, West Shore & Buffalo Railroad, which itself would later become part of the New York Central. There was a station at Feura Bush by 1880, located about an eighth of a mile down the tracks, on the east side of Route 32. There was a road along a stream, which ended at a pond beyond the depot. The farmers used the railroad to receive materials, including fertilizer.

Between 1920 and 1925, the New York Central built the Selkirk Railroad Yard. Will Vadney, along with his brother Joe, was the stationmaster at Feura Bush. The railroad had a great effect on the town; it brought in new workers, some of whom were the numerous construction workers who rented houses in the area. It was estimated that 75% of the people who lived in the hamlet in the 1930's and 1940's were connected to the railroad. The trains also had an impact on the education of the young people of the area; they were carried to high school in Ravena and Coeymans by train.

New Scotland Hist. Assoc. Sentinel

"Toys for Tots" train...Officials at the north end of Essex County want the annual Toys for Tots train appeal broadened by having representatives meet the train at Ticonderoga or Port Henry, in order to

bring toys to the needy children of places like Lake Placid and Ausable Forks. A suggestion to meet with CP Rail over adding stops at either Wellsboro or Port Kent will also be looked into. Toys for Tots is the D&H and Marine Corps-sponsored Christmas Train that runs over the D&H

Alco unveiled huge locomotive for Santa Fe Railroad in 1946...Herbert D. Male held the reins to 6,000 electric horses. He was testing the American Locomotive Company's new diesel-electric monster, a big silver and red locomotive. However, with all that power in hand, all the engineer could talk about was a small, shy animal when he throttled up. "It takes off like a jackrabbit", said Male, a test pilot for Schenectady's locomotive giant. The 450-ton, 3-unit engine was the star of the city on Wednesday, Sept 18, 1946, the day it was presented to members of the Atchison, Topeka and Santa Fe Railway System.

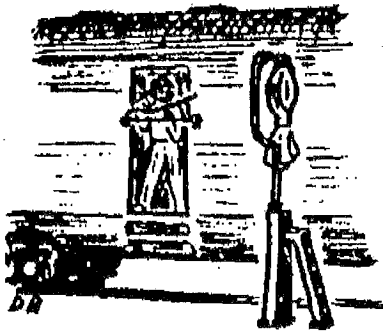
The Alco work force mixed and mingled with company executives and visitors from the AT&SF. They all watched Male roll the engine out of a company building, rip through a paper screen, and stop for inspection. The Alco 6000 was the company's 75,000th locomotive.

"This means to Schenectady, we hope, that this community on the banks of the Mohawk will remain the locomotive headquarters of the world," said W.I. Lentz, Alco's vice president in charge of manufacturing. "This new era means good jobs, which maintain the buying power of no small proportion of the residents of this city." Lentz had a lot of pep in his talk. "This is the first of another new line of thoroughbreds in the world of the iron horse," he said. "We already have built 75,000 locomotives, and the years ahead, we hope, will see us building many more thousands, which will bring continued prosperity into the homes of our community."

The 6000 was built in three sections; each contained a 2,000-horsepower, 16-cylinder engine. Each diesel unit carried 1,200 gallons of fuel oil and, when in operation, burned four gallons a minute. Top speed was 120 mph. It had been in development since 1935, when Alco and General Electric Co. engineers tackled the problem of packing more power into a locomotive with less weight and length. The project was interrupted by World War II, when both Alco and GE produced equipment for the armed forces.

Guests walked through the new age wonder. They saw the engineer's comfortable, executive-style chair, and the wide windshields that promised fine views of the tracks, mountains and lakes around the

continued on page 17



The Mail Car

Mail from our favorite
source - our readers!

Wal-Mart-Endorsed Graffiti from Rev. Walter F. Smith

Sometimes at Wal-Mart I will walk through the toy department. Once in a while I see a truck or some small thing that might go on my model railroad.

Today I came upon the latest bit of commercial "incredibilia", something called "The Graffiti Diecast Train Collection". I was surprised in Wal-Mart to see train cars in plastic wrap with hangers. They appeared to be N gauge, and all the cars are plastered with graffiti and bear the signatures of graffiti "artists". It did not say if the "artist" gets a commission for every unit sold. What particularly caught my eye was the car on the top hanger, a brownish red Delaware and Hudson 40 foot open hopper.

Most railfans loath graffiti. Nothing good can be said about it. It has no social value. It is defacement and destruction of private property, and usually involves dangerous trespassing. Freight trains have become rolling visuals of urban blight.

But Wal-Mart and the toy company that makes this stuff are unapologetic. A paragraph on the back of the box reads, "An official rail fan from birth, CENSE [the 'artist'] has always found himself exploring train tracks. For years he painted various walls for the enjoyment of passengers passing by while riding the trains. Soon his art would transition from the walls along the tracks onto the trains on the tracks utilizing the fact that they would carry his art to various places he would probably never see. 'Freight graffiti is a visual communication, it's a personal expression that is given out for free consumption'."

Other cars can be purchased in this series "tagged" by other "artists" and include B&O and C&O plug door boxcars. I bought the D&H hopper to give it a good home, but mostly because I had no paper to copy down the dishonest rationalization

found above, which I took from the back of the container.

I would suggest that sensitive talents like CENSE take their art to the walls, both inside and out, of Wal-Mart stores. Perhaps management will change its mind about the value of "personal expression given for free consumption".

I thought readers would shake your heads at this latest example of "anything for a buck". Like the video game glorifying the Columbine massacre, it is making money on the back of social outrage.

[The ultimate result could be Cense and his buds using their ill-gotten gains from the project to purchase paint in order to vandalize the front of Wal-Mart headquarters with some of their "personal expressions". That would be a nice touch. And nationally, Operation LifeSaver ought to help start a campaign to point out loudly to Wal-Mart product managers and other fools that illegal acts (trespassing) done in order to scrawl such visual garbage on rail cars are not only highly dangerous, but criminal as well...JB]

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Receiving Yard" from page 16

country. The engine, with a big Santa Fe painted on its front, would go into service between Chicago and the West Coast on Oct 1. Schenectady's finest had other stops to make before beginning its expected million-mile lifetime. After the cheers and speeches ended in Schenectady, a steam engine pulled the powerhouse to New York City. Engineers didn't want to let the new locomotive travel under its own power because of its great size. They thought some clearances on the way south would be tight squeezes for the 6000, and didn't want to risk any rocking or swaying.

The engine eventually checked into the swanky Waldorf-Astoria Hotel, where the press, civic leaders and members of the Santa Fe's Railway's board of directors got their first look. Then it was on to Chicago.

Even though Herbert Male didn't have too much time at the controls and could never push the engine in tests on local Delaware and Hudson railroad tracks, he loved every second in his giant "jackrabbit". "It handles beautifully", he said. "There's some difference between piloting this one and the ones that came before it."

[Footnote] The Santa Fe 6000 became PA1's 51L, 51A, and 51B. In his book "Passenger Alco's", Jim Boyd wrote, "When the prototype passenger units cab 51L and booster 51A were originally released from Schenectady on June 27, 1946, they were impressive but mysterious loco-

motives. The nose of the 51L was painted unadorned black with no lettering whatsoever (although the Alco-GE publicity photos were later retouched with the Alco logo added). The sides were gleaming unpainted stainless. They were sent to the Lehigh Valley Railroad and immediately began a 30-day test in regular service between Buffalo, NY, and Newark, NJ, on the LV's premier passenger trains.

"At the end of the test period, the two units were returned to Schenectady, where they joined by cab unit 51B to create Alco's first A-B-A set and painted into the Santa Fe war bonnet livery. On September 19, 1946, they were moved via New York Central to the private passenger car tracks beneath the Waldorf Astoria Hotel, adjacent to Grand Central Terminal in downtown Manhattan. Following public display from Sunday September 22, through Tuesday, September 24, Alco's 75,000th Locomotive was sent west to her new owner.

"The Santa Fe displayed its flashy new Alco's at Chicago's Dearborn Station on October 1-2, and a quick break in run to Fort Madison, IA and back followed. They were ready for their first transcontinental hop. Trailed by a dynamometer car, the trio headed west on October 4 on Number 7, the 'Fast Mail & Express'. The Santa Fe and Alco-GE technicians on board managed to resolve the locomotive's numerous mechanical and electrical bugs en route without causing a single entry in the dispatcher's delay report, much to the considerable relief of all involved.

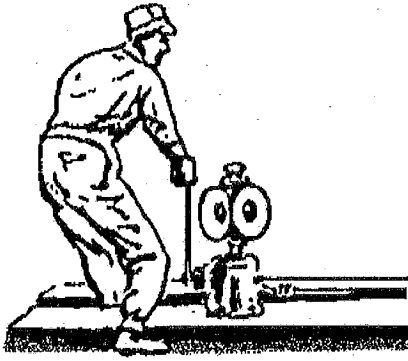
"In Los Angeles, the units were displayed for a Hollywood crowd at Exposition Park on October 8 and 9, on the Pacific Electric's Exposition Boulevard 'Air Line' street trackage. Then it was into revenue service on the transcontinental route alongside the 1800-hp slant-nosed E-units, a handful of passenger-equipped FT's and a rapidly growing fleet of new EMD F3's.

"The new Alco's were off to a fast start, and the 244 engines seemed to be doing the job. By the end of October, the Santa Fe had two A-B-A sets at work and more units on the order books. It was now December 1946, and passengers were eagerly returning to the rails to ride the new streamliners. With the new 2000-hp passenger unit making headlines in stunning Santa Fe colors, Alco-GE was undeniably in the market."

Santa Fe 51L and 51A, 51B were re-engined with EMD 16-567's in 1955. 51L and 51A were retired 6/68 and traded in to EMD on SD45's. 51B was wrecked 12/65 and traded to EMD in 1966 on an SD40. Alco's Schenectady plant closed in 1969.

Schenectady Gazette, "Passenger Alco's"

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Industry News

general industry news

Class I workforce shrinks in 2006

After increasing each month in 2006's first half, the total number of U.S. Class I employees decreased in July. As of mid-July, the large roads employed 165,606 people, a 1.2% decline compared with mid-June's level, according to Surface Transportation Board data. However, the Class I ranks rose 2.2% percent compared with July 2005's total employment.

Transportation (train and engine service) staff posted the largest month-over-month loss, dropping 2.7% to 69,001 compared with mid-June's total. But the work force segment rose 2.3% compared with July 2005 data.

Transportation (other than T&E), maintenance of equipment and stores, and maintenance of way and structures ranks also shrunk on a month-over-month basis, decreasing 0.9% to 7,320, 0.4% to 29,920, and under 0.1% to 35,455, respectively, compared with mid-June's totals.

Meanwhile, the total number of executives, officials and staff assistants increased 0.7% to 9,847, and professional and administrative staff rose 0.3% to 14,063 compared with mid-June. On a year-over-year basis, the ranks of executives, officials and staff assistants increased 3.8%, maintenance of way and structures workers rose 3.6%, professional and administrative staff went up 2.7%, and transportation (T&E) employees increased 2.3% compared with July 2005 levels.

Progressive Railroading website

Federal oversight

The U.S. Department of Transportation's (USDOT) Office of the Inspector General will conduct a review of the Amtrak board's oversight and expenses, according to a Sept. 26 letter USDOT sent to Amtrak Chairman David Laney.

Democratic party members of the Amtrak Working Group requested the investigation in April after reviewing an October 2005 Government Accountability Office

(GAO) report that criticized Amtrak's management and performance. Those members issued their own report stating, "some of the deficiencies cited in the GAO report represent a failure of Amtrak's board of directors".

USDOT plans to review how the board carries out its responsibilities and analyze board members' expenses from fiscal-year 2002 to present. USDOT officials want to determine the rules, procedures and authorities under which the board operates, and whether board members have followed established processes and procedures, and set long-term goals and performance objectives for Amtrak. Officials also want to ensure processes and procedures the board follows are sufficient to oversee the railroad, and board members' expenses comply with corporate guidelines.

Progressive Railroading website

Layoffs at Bombardier Transportation will affect more than half its work force

Bombardier Transportation Plattsburgh Plant General Manager James Tooley said hundreds of the facility's 554 employees will lose their jobs as the contract to build 1,172 M7 railcars for NYC's MTA is completed. "I think we'll ship the last M7 unit just before Christmas", Tooley said. As the last car moves from each work station, the employees of that area will either lose their jobs or displace other employees, based on seniority.

Bombardier Transportation Senior Director of Communications Helene Gagnon said 150 employees received 60-day notices of layoff Tuesday afternoon under the Worker Adjustment and Retraining Notification Act. She said that number will grow to about 280 by the end of December, including 220 hourly workers and 60 salaried employees.

Tooley spoke as State Sen. Betty Little and Tom Dunham, counsel for State Sen. Dean Skelos, toured the plant Tuesday morning. Little addressed a small gathering of Bombardier employees before the tour. "My emphasis is to make sure my colleagues know what you have up here", she said. She told them she is doing everything in her power to help Bombardier land new contracts. Those efforts include exploring whether there is funding and a need for another option of 94 M7 cars for the Metropolitan Transportation Authority's Long Island Railroad.

Later, Tooley said that even if that option is exercised, it would take time to build the car shells and obtain the sub-assemblies from suppliers. That means work on those units would probably not start until August or September 2007.

The tour was originally planned to include Skelos, who is on the Metropolitan

Transportation Authority Capital Program Review Board, which puts together the capital spending plans for the rail system, which includes the Metro-North Railroad, Long Island Railroad and New York City Transit. Skelos was unable to attend the tour due to a death in the family.

Little said she didn't want to avoid Plattsburgh just because there was bad news at Bombardier. The opportunity to provide a tour of the plant to Skelos's representative was very important. "It makes a big difference when you've seen a great company like this in action", she said.

Production Supervisor Shawn Cook said it's sad the M7 contract is coming to an end. He knows there are more opportunities coming, though, and says it helps that the company has a large, skilled work force available in Plattsburgh. He credits Bombardier's World Class Manufacturing Program, which creates a clean and organized workplace and work force, with helping to land the contract with the Chicago Transit Authority.

That contract calls for Bombardier to build 406 rapid-transit vehicles, with an option for 300 more. But that work isn't expected to start until September 2009. Once the final go-ahead is received, the company would have 30 months to build and deliver 10 prototypes, which would be tested for nine months.

Tooley said Bombardier expects to complete a contract with the Utah Transit Authority for 12 bi-level railcars within the next month. In February, work will begin on an additional 12 units: eight for Utah and four for transit authorities in Dallas and Fort Worth, Texas. A contract to build 231 bi-level railcars for N.J. Transit is expected to run through 2008 and into 2009. There are two options for additional cars; which could be exercised, the first of which is for 47 cars, Tooley said.

After the tour, Dunham said he will convey to Skelos how impressive it was to see the different railcars being built in Plattsburgh. "First and foremost, just how impressive this factory is and how much it means to the economy of this area", Dunham said. It also became apparent how many other companies supply Bombardier, which he called an economic engine for Plattsburgh and the North Country. "He (Skelos) needs to do all he can to make sure this plant remains viable", Dunham said.

Plattsburgh Press Republican

North Creek line

All the involved parties are on board in the effort to bring an active scenic rail line from the Adirondacks to Saratoga Springs. The only question now is when the train will reach the station.

If everything goes right, leaf peepers could be making their way from the Spa City to North Creek at this time a year from now, but many hurdles are still left to clear. "We're doing preliminary engineering as we speak", said Steve Fisk of Canadian Pacific Railroad. Last spring, CP Rail sold a 16-mile stretch from Corinth to Saratoga Springs to the Town of Corinth for \$2.2 million. Warren County owns and has already upgraded another 40 miles from North Creek to Antone Mountain Road in Corinth. For trains to reach the Spa City, the rail bed from Corinth to Saratoga Springs must be upgraded to allow for speeds up to 30 mph. The project was sidetracked this summer when beaver dams in a remote area of Greenfield let go, washing out a 250-foot section of rail line. "The critical issue is getting the hole filled", Fisk said, continuing, "Hopefully work will begin this fall."

Operated by John and James Riegel, the Upper Hudson River Railroad has been making 14-mile round trips from North Creek to Riparius since 1999. The Riegels have a lease agreement with Warren County that runs through 2008. This winter, Corinth and Warren County will jointly issue a request for proposals allowing firms to bid on the rail line's operation. John Riegel said the number of riders has dropped considerably since the line first opened, from about 24,000 per year to fewer than 18,000 this year.

The novelty has worn off among local residents, and skyrocketing gas prices have affected many tourist operations throughout the region. "That's why it's so important to have the whole thing open", Corinth Supervisor Richard Lucia said. "Once the line reaches Saratoga Springs, Corinth will be open to the world." Plans call for extending the season and running ski trains from the Spa City to Gore Mountain. New York City [and other cities...JB] residents could enjoy winter getaways from Grand Central Terminal to North Creek without ever needing a car.

CP Rail has retained freight rights to the line and Lucia said several businesses, including construction firms, have already expressed interest in shipping goods and products to the North Country via rail. This summer, tourist trains made several longer runs to 1,000 Acres Resort. Riegel said a "River, Raft and Ramble" package is possible, allowing people to kayak the Hudson River from Thurman to 1,000 Acres and ride the train back.

For the tourist line to become fully functional, however, stations must be built or renovated at several stops along the route. "You want stops because you want to pick up people", Riegel said. "It would be ideal to have stations, but temporary

facilities could be used before the final stations are built."

Warren County is in the process of buying the Riparius station. New stations are planned for Thurman and Hadley, and an engineering firm has been hired to evaluate whether Corinth's dilapidated station can be preserved or a new one is needed. Located somewhat outside the village, the historic old structure has fallen into major disrepair with rotted ceilings, floors and walls. "My own personal recommendation would be to tear it down and rebuild, and try to capture as much of the original character as you can", Lucia said. Albany-based Creighton Manning Engineering is expected to release a report this fall.

"I remember when I was a little kid, taking the train from here to Saratoga with my mother and then to Whitehall", said 70-year-old Byron "Pete" Guy, of Corinth. "My father used to work on the railroad. I used to run up to the coal yard at noon and bring him his lunch." Like many people, he can't wait for tourist trains to start making their way north again, bringing much needed revenue to local shops and stores. "I think it would be great", Guy said. "I really do."

Some officials say the railroad could reach Saratoga Springs late next summer. "My hope is that this time next year we'll be starting fall foliage runs into the Adirondacks", said Jack Kelley, of Saratoga Economic Development Corp. Kelley also knows how slow the wheels of government can turn, especially when bids must be evaluated and approved not just for a rail operator, but for train station construction projects as well. So his optimism is tempered with experience when predicting the railroad's completion date. "Five years ago I stopped guessing", he said.

For people who have ridden the train, there's no doubt about the rail line's scenic beauty. Paralleling the Hudson River much of the way, it takes people deep into the woods, traveling to places motorists never get to see. "These are unbelievable rides", said train engineer Steve Wildermuth of Hadley. "The view is breathtaking. It's so relaxing to ride along the river."

In Hadley, the railroad crosses the Sacandaga River on a high trestle, overlooking the newly reopened Bow Bridge, and there's also a great deal of history to the line. Theodore Roosevelt boarded a train at the North Creek depot en route to Buffalo where he was sworn in as president following the assassination of President William McKinley.

The railroad itself dates to the 1800s, when summer vacationers would make their way to grand old boarding houses throughout the Adirondacks. During World War II, the line was extended from North Creek

north to Tahawus when minerals used in making armor [sic] were found.

The future lies with the railroad's ability to attract and retain customers over the long haul, especially with the rising cost of operations. The engine's massive diesel engine has a 1500-gallon tank, which has accounted for \$10,000 weekly fuel bills. "We're struggling but I see light at the end of the tunnel", Riegel said. "If the ski train happens and we can extend the season, our numbers should grow."

Trains don't jump tracks to chase motorists

Back in my younger days, I worked for the railroads, and can attest to having witnessed some incredulous acts of stupidity when the public comes in contact with railroad operations.

In about 1955, the SP Railway sent me to work at an interlocking tower in the Fruitvale district of Oakland, Cal. Fruitvale was a tough neighborhood; residents were not exactly paragons of virtue.

Fruitvale Avenue crossed, at grade, some 12 railroad tracks, including a double-tracked mainline that carried extensive freight and passenger traffic. The street was protected by crossing gates, flashing lights and bells; but owing to the frequency of rail traffic, it was all too common for motorists to jog around the gates in a misguided gamble to forfeit their lives in order to avoid having their travel delayed.

One of my duties was to drop the crossing gates as a train approached. Having witnessed all too many near misses, I had taken to throwing the gate activation lever, avert my eyes from the scene and disregard whatever consequences might ensue. One evening, the sequence of events played out this way:

As the gates traversed their arc, a heavy metal rod affixed to the arm was used to stop the downward travel. Hearing the sound of metal grinding on metal, I turned to my vantage point from a second-story window to see what might have transpired. In his haste to beat the gates, a man had driven under the swiftly descending arm and the steel rod had impaled his car, penetrated through the hood, through the air filter and into the carburetor. His car had been harpooned.

Leaping from his car, he surveyed his dilemma and commenced shaking his fist in my direction. My actions had probably saved his life, but I wasn't about to risk a confrontation with an irate motorist; I called the railway police. The officer instructed me to raise the gates. When I proceeded to do as I was told, the gate went up...accompanied by the car's hood, air filter and various carburetor parts.

continued on page 24



Curmudgeon's Corner

by Jim Bachorz

(the_real_curmudgeon@yahoo.com)

Some people seem to feel the need to stick their nose into things, thereby gumming up the wheels of progress...

Pushing the edge

According to American Rail Link, the **Willamette [OR] Week** recently gave its "Rogue of the week" award to the U.P. Railroad Police, and rather deservingly so:

"Company cops with badges slapping a hefty ticket on a working man? Rogue, thy name is the Union Pacific Railroad Police.

"According to records in Multnomah County Circuit Court, Union Pacific railroad officer P.T. Bender stopped 54-year-old Harry Wise from carrying his bicycle across the Brooklyn rail yard in southeast Portland on June 19. Ignoring Wise's protest that the signs around the yard were illegible, Bender handed the warehouse laborer a citation for trespassing, according to the police report.

"When Wise showed up at court on August 4 - without a lawyer - he found himself on the docket for first-degree criminal trespass, a class A misdemeanor punishable by up to one year in jail and a fine of \$6,250. If Wise had picked any other property for his shortcut that day, the charge would have been second-degree trespass, the equivalent of a speeding ticket, says Barry Engle, a Portland criminal defense lawyer who is not involved in the case.

"But railroads enjoy special legal privileges dating back to the 19th century. For one, railroad companies are authorized to hire their own police officers. And trespassing on any yard, bridge, line or tunnel belonging to the railroads is automatically

considered first-degree criminal trespass, Engle says.

"Neither law enforcement nor transportation agencies at the state level have jurisdiction over U.P. cops, and the company is notoriously tight-lipped about internal matters. Joe Arbona, spokesman for Union Pacific, says the company has "zero tolerance for trespassing", but would not disclose how often its officers cite trespassers. Court records show 142 people were cited for criminal trespass by Union Pacific cops in 2005, a marked increase from the 38 tickets handed out in 2000. (Wise, for his part, declined to talk to us.)

"Trespassing is a crime, but it seems unjust (not to mention roguish) for a company to enforce a rule aimed at saboteurs and terrorists on a man who cut across the tracks because he was running late for work. The case is pending trial."

Think of the possibilities

From the above, it's clear the U.P. bulls in Portland have been extremely busy lately, and for those without the means to hire a lawyer, it's apparently been pretty lucrative for the City of Portland. (Hmmm...just wondering...do they split the proceeds with the U.P.?) And the publication has a good point about misusing an anti-terrorist rule. Sure, the man was guilty, but an over-\$6000 fine? And it will be applied about 200 times during 2006?. Way, way out of line.

Of course, this type of law probably exists elsewhere. I'm sure it varies from locality to locality, and state to state, but from the looks of this, the U.P. police in Portland are zealously enforcing it. No reason to think that other U.P. police aren't doing the same thing elsewhere. *Nothing* is done freelance on Old Yellow.

Here's something else to think about, considering U.P.'s incredibly fervent pursuit of what it considers wanton use of its logo. If the man had been caught copying the U.P. logo and putting it on a warning sign (for others), what would have happened to him? How many years in the slammer? Would he have forfeited his life's earnings, too?

Railway refineries

Here's one for you. When did you ever think that railroads would have to own their own refineries to take advantage of a tax break? Ah, the government... Here's the story from **Railway Age**:

Is biodiesel an option?

With fuel costs climbing and fuel surcharges under fire, the railroads may want to take a serious look at biodiesel derived from soybean oil. "Europe uses a biodiesel derived from rapeseed oil", says industry

consultant Terry Bell, managing director of Steel City Partners. "A 2-5% blend is used, and a percentage increase is contemplated. The European Union wants a 15% blend by 2025. If Europe can do it, why not North America?"

Compared with petroleum-derived diesel, there are low-temperature "cloud point" (thickening) issues and concerns with how biodiesel could affect engine seals and hoses. Biodiesel would also elevate NOx emissions by about 3%. But B10 (a 10% blend) would mitigate these issues, says Bell. The NOx increase is minimal, "and the SO2 (sulfur dioxide) credits and CO/CO2 credits generated could be used to purchase NOx credits on the open market." As to seal and hose problems, such problems occur only at blends above 20%, he says. Bell points out that biodiesel acts as a lubricant and detergent. Introducing a B10 blend into a locomotive fuel system will require more-frequent filter changes because of the cleaning effect, but only at the outset.

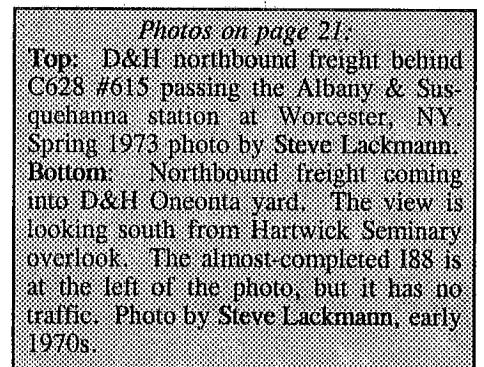
The U.S. government, through the Energy Act, provides a 1¢ per gallon subsidy for every percentage point of biodiesel used in blended fuel (for example, 10¢ per gallon for B10). Only producers of biodiesel are eligible for the subsidy, so the railroads would have to produce their own biodiesel to take advantage of it. The investment in physical plant to produce 300 million gallons - about what the railroads consume in diesel annually, says Bell - would pay for itself in less than one year in reduced fuel costs.

My turn

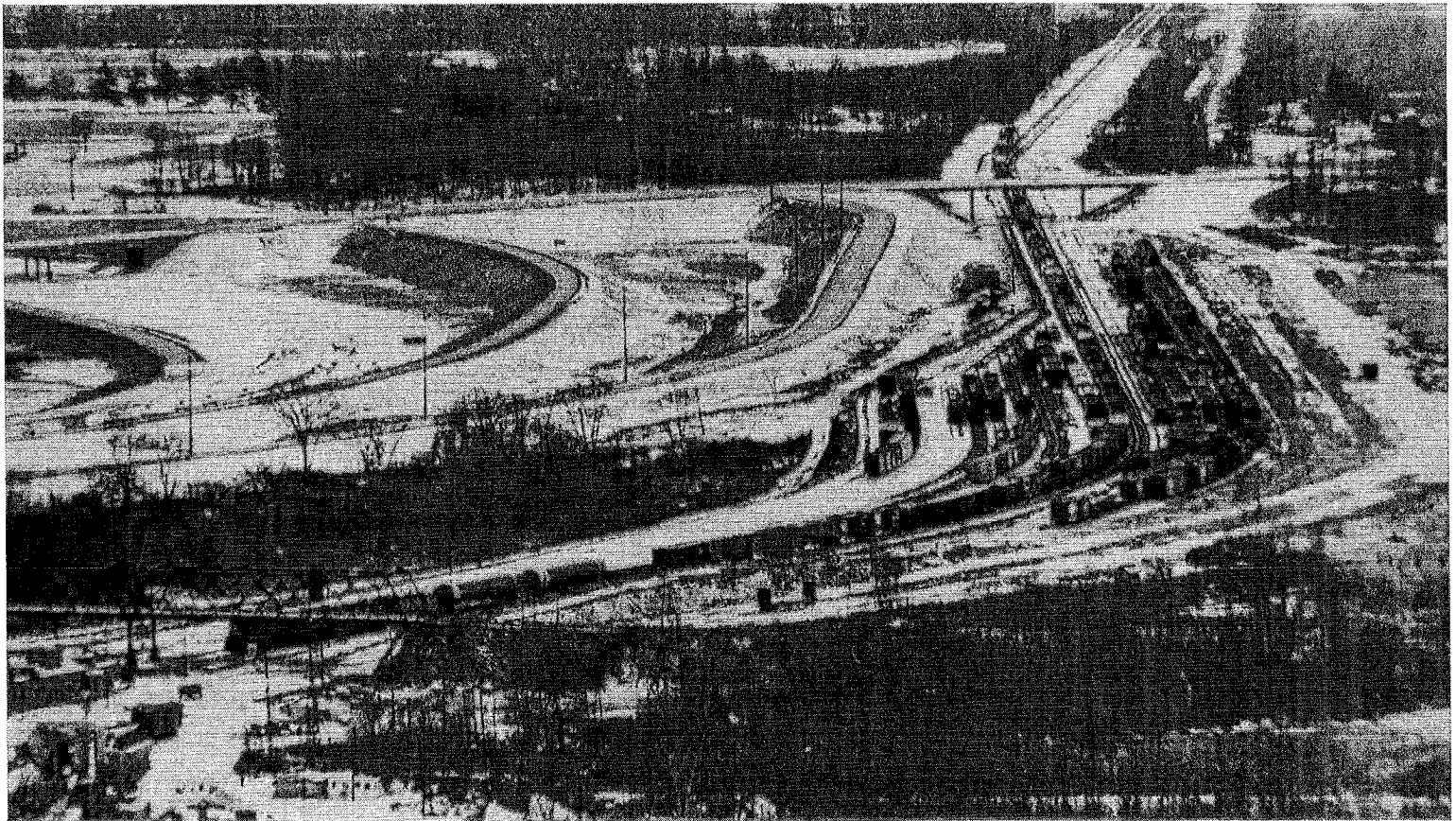
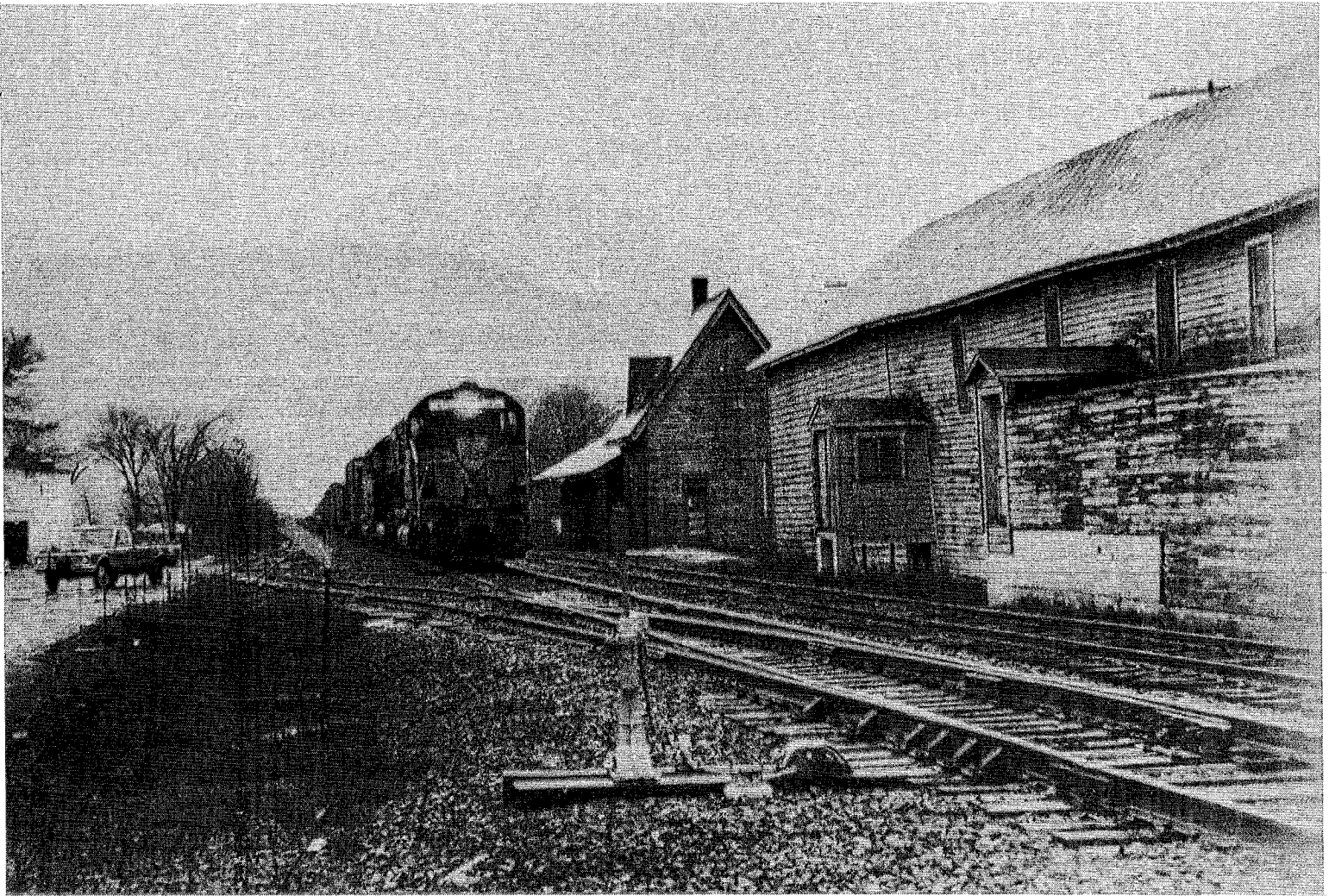
This guy must have worked for the government. I'll clear up one point of confusion first. Rapeseed oil is called canola oil in the over-politically correct U.S.; it's one area where are even worse than the "Euros".

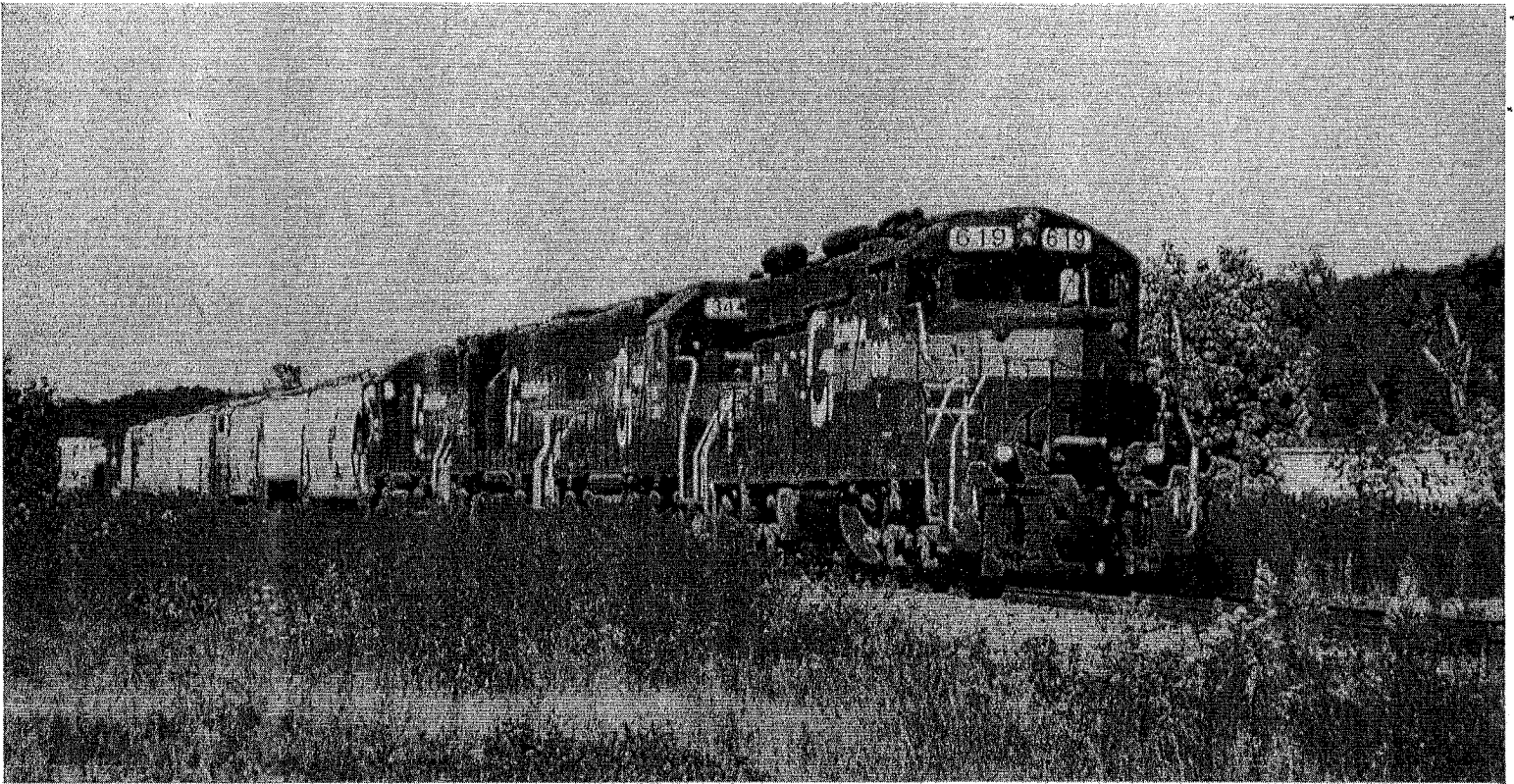
Then you have the absurd question, if Europe can do it, why not the U.S.? Why, indeed, *should* we? Copying Europe's overwhelming problems and limitations can't be a good idea. They sure are good at kissing up to the Arab world, though.

continued on page 45



Photos on page 21:
 Top: D&H northbound freight behind C628 #615 passing the Albany & Susquehanna station at Worcester, NY, Spring 1973 photo by Steve Lackmann.
 Bottom: Northbound freight coming into D&H Oneonta yard. The view is looking south from Hartwick Seminary overlook. The almost-completed 188 is at the left of the photo, but it has no traffic. Photo by Steve Lackmann, early 1970s.







Reminiscing

by Rev. Walter F. Smith

Ontario 2006

Since 9-11, railfanning in Canada has been a bit more complex than it was before. Carrying a camera and radio scanner over the border is to invite delay and a lot of questions. But I've been going to Brockville and Smiths Falls, Ontario to watch trains since before Osama bin Laden was a guerilla fighter in the Afghan mountains, making life miserable for the Russians. I'll keep going until someone says I can't!

With summer here, the urge came strongly to visit places I've long been fanning. On June 14, I grabbed my trackside bag and crossed the border, heading for Smiths Falls, Ontario, the first division point west of Montreal on what is now the Canadian Pacific main freight line. Here lines diverge west to Toronto and northwest to Chalk River and Sudbury, a line leased to Rail Link. To the extreme north, tracks swing away toward Ottawa. This former CN route now belongs to Via Rail Canada. Via's Ottawa-Toronto passenger trains come down from the capital, cross the CP Yard, and continue south on CP's Brockville Sub, and hence west to Toronto on CN's Belleville Sub.

As I approached the edge of Smiths Falls, a train crew reported, "9626 East

leaving Smiths Falls". I turned right on Wood Road, and at the crossing his light was in sight down the tangent. Engines 9626 and 9503, both C44-ACW's, rolled past, gaining speed for the sprint to Montreal, pulling a long line of double and single stacked containers. I continued on into town and got my morning fortification from Mr. Timothy Horton. In front of the yard office sat a long westbound stacker with CP #9627 (another GE AC) and CEFX #1006, a blue

maverick in a sea of CP red. This is one of 25 AC's long on lease to CP. A subsequent article in a train magazine says that CP has now purchased them outright.

Trailing was #3025, a GP38-2 once used on the hotshot Expressway trains, which now usually sport SD40-2's. This stacker sat a long time; when he did depart for Toronto, it was a part of the most interesting flurry of action the entire day. As I opened my coffee, a Via job from Ottawa rolled across the yard leads and stopped at the depot, which is east of the yard office. He had GE #902 and three LRC cars, one a Via #1 parlor. Parlor car traffic is heavy in this corridor, popular despite the premium fare. A man with an obnoxiously loud weed-whacker was working behind me, and I twice changed locations to get away from him. SD40-2 #5787 in the dual flags paint scheme was switching the yard, which had many ordinary tanks and OMYA cars from Vermont. In a half hour or so he went west.

By this time I was sitting on a bench in front of the Via station, staying out of the sun and scribbling notes on a sermon I would preach on the weekend. My attention was drawn to the yard office. On the lawn beside it a party tent had been set up and people scurried in and out with soft drinks, chips, and other food. A charcoal grille was lighted and the smell of hot dogs, one of my favorite vices, was absolutely heavenly! Half the people there seemed to be packing cell phones, and there were a lot of animated conversations. I wondered what all these conversations were about, and what people did to communicate before the cell phone? Another fan suggested that some sort of employee appreciation day was taking place. I resisted the urge to go over, throw myself on their mercy, and beg for a hot dog!

Shortly after 1030 a Via Rail job from Toronto appeared from the Brockville Sub. Trying to get a lineup of passenger trains

from the station bulletin board is misleading, because about half the Via trains do not make official stops, so they are not listed. With #908 and three LRC cars, he snaked his way across the yard and on toward the new suburban station in South Ottawa that Via calls Fallowfield, and then the nation's capital.

While all this was going on new people kept coming to the party, and going, and eating hot dogs! Included among them were a couple of uniformed CP police who were wearing bulletproof vests. That seemed overkill for this quiet Ontario division point, but just days before 17 men accused of being radical Islamic terrorists had been arrested near Toronto, so I guess no place is totally safe. At 1150, #5787 returned from the west. He had departed with ten cars and came back with 20, most of them OMYA tanks, but there was also a ratty-looking Clarendon and Pittsford boxcar near the head end. A fan wearing a day glow vest was taking pictures at the west end. I wondered if the vest was meant to blend him in with CP workers, all of whom are obliged to wear them.

At 1210 hrs, everything began to move. A crew put their gear on #9627. The conductor walked the train and released hand brakes on the first seven or eight cars. Twenty minutes later, whistles announced the arrival of the Expressway west from Montreal. To my surprise, he had two Soo SD60's, #6039 and #6033, with 31 TOFC's riding the fixed consist. Soo units are not unusual here, but I'd never seen them on the "Xway". This train was in and out quickly, just long enough for the crew change. A yard clerk and the retiring crew did a runby inspection.

On the other side of the yard, more power came to life and switching sounds could be heard. At 1310 hours, a whistle called to the west and a headlight appeared off the Rail Link line toward Carleton Place and Pembroke. Instead of advancing to the yard, he sat behind the leads. It soon became obvious why; two minutes later, Via Rail #6421, an F40, came from Ottawa with four LRC cars. As he approached the depot, GE #914 came up the Brockville Sub with four LRC's, and the two passenger trains met in front of the station, although neither had a scheduled stop. Almost at the same instant, the CP power that had been switching pulled to the west yard lead. He had #3111, a GP38-2, and #8239, a rebuilt GP9. At that moment I had five active trains in view, three to the west, one beside me and the other Via approaching behind me!

With the passenger trains gone, #9627 was the first of the freights to highball. He had a long consist of double stacks, including some from spectacular red containers

Photos on page 22:

Top: Eastbound Guilford train SEED (Selkirk - East Deerfield) at CPP467 on joint B&M/D&H trackage, Mechanicville, N.Y. Its SD26-GP40-GP40-2L-SD39 power lashup was caught by Gary Sehermerhorn, September 2002 photo.
Bottom: Round Lake Postmaster Richard S. Allen waits to place the afternoon's mail dispatch aboard D&H southbound train #6, the Rouses Point-Albany local. The tracks through Round Lake, N.Y. were abandoned on October 18, 1965. Jan 4, 1958 photo by Jim Shaughnessy

from retail giant Canadian Tire, and containers from Yanke, which read, "Multi-Modal" and have a neat logo of a highway turning into a railroad. It took a while for him to pass, but when he was gone the brakeman from #3111 threw a switch, allowing the job from Rail Link to enter the yard. He had an interesting four unit consist of older CP power: #5657, an SD40-2 now over 30 years old; #6606, another SD, listed as Soo but lettered CP; then #5754 and #6076, two more SD40-2's. This job had 17 OMYA tanks, boxcars and covered hoppers, 62 cars in all.

Twelve years ago, CP's Montreal Alco's were running off their final miles. Now SD40's seem to be going in the same way. It was now 2 p.m. I was hungry from watching all those railroaders eat hot dogs, and it was time to go home.

Brockville beckons

Two weeks passed, and I had the urge to return to Canada, but this time to do Via Rail and CN at Brockville. As we drove up Perth Street to the Via station, the first thing that struck my eye was new signs in day-glow green: "No whistling 10 p.m. to 6 a.m." There has been a running battle between the carriers and local residents about noise. For a time there was no whistling here at all, but the death of a young girl a few months ago at this very spot led the railroads to reintroduce whistling. Now a kind of compromise seems to have been struck.

Across the track where a small yard once existed, CN now has a metals loading center. Three 60-ft TTX boxes were on the siding. There is also a track inside the building. A few months ago, an overly zealous switch crew pushed a car into the building and out through the wall on the other end! The temporary plywood has now been replaced with new siding.

We had hardly settled when the first westbound Via express to Toronto ripped by, with five LRC cars being pulled by GE #904. The previous day had been Canada Day, and the passenger trains would almost certainly be heavy. On the station loud-speaker came a series of bilingual announcements aimed at riders. The one about keeping your eye on your baggage was repeated about once an hour for the four hours we were there.

Soon GE #919 came from Ottawa with six LRC cars. The last two cars appeared to be empty, but no doubt would be occupied by the time the train reached Toronto Union Station. While this train slowly approached the depot, an eastbound express sailed past with a GE on the point, five LRC cars, and an F40 on the rear with the cab facing west. Three times this evening there would be meets in front of the Brock-

ville depot.

With the westbound gone, a few passengers lingered for a Toronto-Ottawa job now due. He came in with GE #916 and four LRC's. Twelve people detrained and ten got on for the 75 minute ride up to Ottawa. I wonder if Via Rail keeps track of passengers by gender? It seemed to me from informal observation that two thirds of the passengers are women traveling alone or with children, many of them younger women. Perhaps they have more sense than macho males who will not leave their cars and prefer the expensive ride and hazards of Canada's Highway 401.

There was a forty-five minute lull in the action here. I began to wonder if this had been a poor choice of days, and the holiday had stopped all CN freights. As it turned out those were needless fears.

A second Ottawa-Toronto job appeared with GE 907 and four LRC's. Seven people detrained and three got on to go west. For the second time a Via non-stop for Montreal ripped through while this job was in the station. The non-stop had a GE and five LRC's.

Anyone railfanning at Brockville should take note that trains operate here at very high speeds. One person can take photos or notes, but not both. The trains are too fast, and you must make a choice.

Again things quieted, but we waited for Montreal-Toronto Via 69, which is usually the most interesting train of the evening, with F40's for power and former American stainless steel cars, a welcome break from the vanilla LRC's. A whistle sounded to the east. It was too early for 69; a CN freight came hurtling west, with a CN unit on the point, trailed by a former Conrail unit, #6737, with the white strip under the cab that CSX and NS added when they renumbered units at the Conrail breakup. This may have been an NS SD60, but positive ID was nearly impossible at the speed he was traveling. About half his 78 cars were cut lumber on racks and bulkhead cars. In mid-train a blue jumbo boxcar was bouncing violently and I stepped far back, but the thing stayed on the rails.

With this job gone, the signals remained activated for train 69, and he soon arrived with F40 #6428 and five of the reclaimed American cars. If anyone is interested in the origins of these cars, they are as follows: Via #4005 (now a Via 1 parlor), ex-Amtrak, ex-SP, nee T&NO; Via #4111, ex-Amtrak, nee Southern; Via #4116, same ancestry; Via #4115, same; Via #4103, ex-Amtrak, ex-L&N, nee C&EI. The last four cars are coaches and the interiors have been redone to closely resemble LRC's.

As train 69 waited for time - he had arrived five minutes early - another CN

freight came thundering east. This job was a double stacker and Betty counted 73 wells! I would love to have gotten a good shot of this train, for the leader was a British Columbia unit, one of those red/white/blue locomotives that look like survivors of the American bicentennial. He was trailed by a CN unit.

Unfortunately, 69 blocked my shot. The units of railroads purchased by CN have roamed the system. Many Wisconsin Central and Illinois Central locomotives have appeared here in the east, but this was my first BC unit and I caught but a glimpse.

We drove home in descending darkness along the Seaway, always a lovely ride looking across to the American side. I'm happy to report that big time railroading is alive and well in Ontario in summer 2006.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"At the Signal" from page 14
in Delanson, and was soon joined by some fellow friends of the D&H to watch the eventual parade of three northbounds ducking under the newly-erected signal bridge at CPF-499.

First up was a fairly large NS 931 freight with NS SD60 (ex-SR) #6687 and CN cowl C40-8M #2438 (map scheme) at 1339 hrs. Next was the NS 168 with burly NS SD70M-2 #2750 (ACE) and NS Dash 9 "skull" #9751 and the "That is all" conductor, bound for drop-off at Elnora and Kenwood Yard in Albany at 1412 hrs.

Last, at 1427 hrs, was the 857 special, with its classic heavyweight coaches and domes and sleepers bound for our Mad Dog's "magic triangle", CPF-480 and CPC-24, via Schenectady, NY and then on to Rensselaer. What a sight in 2006! All in all, it was a memorable couple of hours on the D&H.

So ended my double Sunday AAPRCO adventure. Well, that's all for this month. I've used up enough pages of ink this issue.

Remember, folks, to stay safe and responsible trackside this fall, and keep sending in those great images to the Bat Cave for all of us to ooh and aah over.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Industry News" from page 19
In this case, what could have been a potential tragedy had fortunately evolved into (the auto owner's opinions to the contrary) a merely humorous incident.

In 2005, Louisiana had 131 railroad crossing accidents. The state ranks sixth nationwide statistically for such accidents. Remember, trains don't get off the tracks and chase you; the adage is still - as always - Stop, Look and Listen.

Lafayette, La., Daily Advertiser

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Disassembling the Planet for Powder River Coal

by John McPhee

(Part 2; Continued from last month)

Railfans

Beyond the broad and braided Platte was Gibbon Junction, where the two-track line from Marysville met the U.P.'s Triple-Track Main. Like the on-ramp of a freeway, the lesser tracks went through a long curve to make an acute angle with the main. Reading signals, Scott had gone down from notch to notch through the dynamics, and was now drifting, as he put it, creeping slowly around the curve until his nose was in the angle, where he stopped.

Parked there was a Dodge Grand Caravan with a man in it who was taking pictures. The Triple-Track Main - Gibbon Junction through North Platte to O'Fallons, Nebraska - is the most heavily used freight line in the world. Gibbon Junction joins southern traffic to central traffic running east and west. Since the blending of tracks there occurs in fewer than six acres, it is the sort of place where espionage leading to sabotage could be particularly effective. This apparently trespassing man, on a bitter cold January morning, had left a grade crossing, driven on ballast beside the tracks, and squeezed his Grand Caravan into the narrowest part of the junction V, where his lens was on us. While we sat and waited for an eastbound coal train to go by on its way to Council Bluffs, the van backed across the double tracks and into virgin snow, where the camera returned to action.

Since the eleventh of September, 2001, scenes like that have made certain people extremely nervous, but not Paul or Scott. "These train buffs, they'll do anything", Paul said. "I've had them driving down the highway taking pictures of the train." Throwbacks to the 19th century, train watchers, known in England as train spotters, are people who go on planned outings to look at trains. They are sometimes described as a dying breed, but the Reaper evidently is not impatient. In the United States currently, there are well over 100,000 train watchers, a national subculture whose antique passion is accompanied by a knowledge of railroading that often has greater breadth and depth than the sophistication of most people who work for railroads. Where tracks are, they are; but they tend to cluster. At Tower 55, in Fort Worth, where the UP crosses the BNSF, a guy was seen making notes. In no time, the FBI showed up and confiscated his

notebook. Never mind that he was only a train watcher taking time off from his job as a police dispatcher.

A Wyoming-coal train is not a common sight in New England. Run one into New Hampshire for a test burn at Bow, on the Merrimack River, and word of its coming will quickly spread. Think of it. Three BNSF diesel-electrics in distributed power, a mile and a half of Powder River coal. Train watchers will meet it in western New York and follow it all the way in. My cousin John, in northern California, is a train watcher. He says he's "going training" and he disappears. When he gets out there, he knows what he is looking at.

Some years ago, I was at a kitchen party in the home of Willy Bemis, in Amherst, MA. The room was full of biologists, full of shoptalk, beer, wine, the shouts of children, the contributions of a barking dog. Willy is a world-renowned anatomist of living and fossil fishes, and these were his graduate students and colleagues at U-Mass., chatting fish; off in a corner, where a source of incidental music might have been, was a TV monitor with a video in it, showing nothing but slowly moving trains: whole trains, coal trains, intermodal, manifest, autorack American trains. When 7,000 feet of train had lumbered across the screen, the screen was entered by another train. I thought I was looking at a screen saver, but it was a quantum less lively. If Andy Warhol had rotated the Empire State Building 90 degrees, he could have approached the mesmerism of those endless trains. Willy, who has since taken up a distinguished professorship at Cornell, knows almost as much about trains as he does about fish.

The Andy Warhol of those trains in Willy's kitchen was **Dick Eisfeller**, of Greenland, NH, a train watcher who long ago turned pro and has made nearly two hundred videos, many of them longer than Hollywood feature films. Beside selected tracks, he films, without sleep, every train that moves past him for 24 consecutive hours. Completing his editing at home, he dims the rumbling sound track from time to time and tells you in a soft monotone what is going by, what its destination is, and how it relates to the national plexus of rail freight. He is not without competition, but while others show two locomotives, four boxcars, and six giddy gorges, Eisfeller is uninterested in scenery. He alone consistently shows whole trains on one stretch of track across 24 hours and comments on

every train. "Others sell thousands, I sell hundreds" is the way in which he summarizes his market niche.

Willy Bemis says that among the train videomakers, **Dick Eisfeller** is "probably the most knowledgeable, the most interested in railroad operations. He has an almost scientific approach, a mission to document things. He's interested in the business of the railroad. He knows where a train is coming from and where it is going, whether it is daily or weekly, and whether it is on time. He knows what is in the cars. He knows the context of other trains on the same tracks."

In me, there was nothing of the train watcher, train spotter, train buff, or rail fan, until there came a day when Willy Bemis (about to move, and cleaning out his house) sent me his collection of Eisfeller films. In 21 hours of stupefied absorption, I watched whole trains in the "Kansas funnel", whole trains on the Orin Line, whole trains in Nebraska on the Triple-Track Main. A very large percentage were coal trains, half a light-year of coal trains, bright aluminum coal trains, the coal convex in each car, like rounded tablespoons of black sugar. The title of one of Eisfeller's films was, "24 Hours at Gibbon Junction".

Eisfeller is a chemist with patents on coatings that make your car look metallic where it is actually plastic. "The key ingredient is indium. If you evaporate it in a vacuum on a plastic surface, it forms little islands, so if you coat it with clear plastic, it doesn't corrode." He worked for Textron until 1994, when he was downsized for being, in his word, outspoken. He had sold his first video a year earlier, and decided to go into the field fulltime.

He had been a rail fan since childhood. In Chadwick, IL, Burlington "Zephyrs" went through his grandparents' farm. In his twenties, he "started chasing trains" and "collecting paper": timetables, schedules, dispatcher sheets, consists. (Accented on the first syllable, "consists" is a railroad term for what a train is carrying.) Eisfeller goes into railroad yards, opens dumpsters, and rummages through them for consists. He knows people in railroad companies who give him lineups, lists of trains expected at a given point within a specified number of hours. In his laptop, he has a topographic atlas. He has grade profiles. He has a scanner, on which he listens to engineers and conductors talking to dispatchers. He generally knows when he has

time to move from one site to another. When he is beside a track and a train is coming, he often knows what train it is.

When he happened to be filming in Pennsylvania not long ago, I went out near Hershey to watch. Across 24 hours, he set up his tripod at ten places in seven communities, mainly in Myerstown, where, with a lumberyard's permission, he spent the night. He had awakened at 4 a.m. to drive down from New Hampshire, and now, in a typical working moment long after dark, Norfolk Southern train 500 was approaching eastbound with "115 gons of coal". A hundred yards east of Eisfeller, a horse-drawn Amish buggy clattered across the tracks on Railroad Street, just before the gates went down. Like a fisherman starting his outboard motor, Eisfeller yanked a cord, turning on his generator. Suddenly, 3,000 watts of halogen light sent a ball of day across the tracks. Eisfeller ran to his digital camcorder with dual mikes and 19-power zoom.

Consider the engineer, approaching this unexpected nova. Already, he was pushing on his horn, the grade crossing fewer than 20 seconds away. And now his locomotive was about to go up in a cloud of halogen light. Eisfeller shined a flashlight on the camcorder by way of explanation. "Let's face it", he said. "I'm doing a weird thing out here."

He never acquaints railroads with his plans or asks them for permission to do what he does, preferring not to defy their denials. He sometimes calls on local police and lets them know what he is up to. He shoots from public parking lots and state and municipal parks, as well as from private land. Engineers now and again report him to their dispatchers. On western trips, he has been confronted four times by dicks of UP.

The air was shivering cold, but he was wearing a cotton shirt and an open windbreaker, with no apparent interest in its function. Bald, bluejeaned, wearing white running shoes, he has a round face, an amiable mustache, a significant corporation. He drives everywhere, even to Wyoming. With his theatrical lights, his camcorder, and that 130-pound generator, he is not rich in alternatives. His 1999 Windstar had 160,000 miles on it, a malfunctioning heater, and failed interior lighting. Camcording, he has stayed awake as long as three days and two nights. On interstates between filmings, he goes into rest stops and sleeps in the Windstar sitting up. "I'd be a good case study in sleep deprivation", he told me. "I've had people knock on my car, thinking I'm dead. One of the times when I was most dead was on the UP Triple-Track. I try not to push myself."

Gibbon was another kind of junction for me. Arriving there, CTSBT crossed the Platte River, just about where years earlier I had collected a bagful of stream-rounded pebbles whose bedrock sources turned out to be in the Rocky Mountains, as much as 500 miles from Gibbon. The pebbles set me off on a project in forensic geology, which led to Ronald Rawalt, a mineralogist and paleontologist who is also a special agent with the FBI. He met with me in Omaha and described some of the cases in which his geological sense of what came from where had led him to the solution of heinous crimes, including the murder of a policeman in Pennsylvania and the murder of a DEA agent in Mexico.

Rawalt's home was, as it still is, in North Platte - the ne-plus-ultra railroad town, site of the largest railroad yard in the world - and Rawalt, unsurprisingly, knows almost as much about trains as he does about rocks. Now, long after I collected the pebbles, my base in Nebraska was in Rawalt's home.

I had tried for some time to find a way to travel in coal trains, but the quest had not gone well. After what seemed like 55 dozen unreturned messages, I made the breakthrough discovery that BNSF and UP were not in competition with New Jersey Transit. I thought of Ron Rawalt, in North Platte, and sent him a note about the situation, saying, in effect, that I was in a kind of maze, walking back and forth, and getting no help from the hedge leaves. A few days later, Rawalt and I were in downtown North Platte, having breakfast with Scott Davis, Paul Fitzpatrick, and John Hasenauer, the local secretary-treasurer of the UTU.

Rawalt's FBI work rarely involves rail traffic, but instances have come up when he has had to stop trains. Near Scottsbluff once, he came upon a tractor-trailer stalled on a grade crossing, with two coal trains approaching from opposite directions. The truck driver was desperately trying to pry open a signal box. Rawalt called UP's Harriman Dispatching Center, in Omaha, and Harriman stopped both trains. If this had occurred where cell phones were non-functional, Rawalt might have effected certain connections on his own that would "red-board the whole system", shutting down the UP for tens if not hundreds of miles. But a simpler way to stop a train, he said, is "to strap a torpedo to the ball of a rail". A torpedo is an explosive briquette.

Acting on a tipoff one morning, he drove down Route 30, the highway beside the Triple-Track Main, looking over a manifest train for signs of a "top-ten fugitive", a serial murderer known to ride freights. The engine number was the one

he had been given. He saw a figure in a boxcar. He called the Harriman Dispatching Center and was advised that, if he wanted the train to pull up right beside him, the train would heed "emergency vehicle instructions". To wit: "Place a fireball on top of the car and stick your thumb down outside the window." A fireball is a red dome light. Rawalt had one and he turned it on. He stuck his hand out the window, thumb down. The train sounded suddenly like an orchestra warming up. Rawalt took the fugitive off the train. "He was armed with a knife, not a gun. He was not the fugitive murderer. But we ran him, and he was wanted out of Texas. There was a felony warrant for his arrest."

Felons are few among the transients on rolling trains, who travel from freight yard to freight yard, lily pad to lily pad. "They get off as the train slows down. Then they move to the other end of the yard. These guys carry schedules. There are more of them than there were in the 1930's."

Because of transients, freight cars that carry automobiles have become even more shuttered than freight cars that carry cattle and hogs. Railroads transfer two-thirds of new automobiles, and today's autorack cars appear to be made of steel venetian blinds. Somehow hoboes squeeze into them nonetheless. They like to ride the trains inside the automobiles. Each one has a couple of gallons of gas in it, because automobiles are driven on and off trains under their own power. Transients, settling in for a trip, turn on the automobiles' air-conditioners in summer, heaters in winter. When an automobile runs out of gas, the transient moves to another. If the railroad responds by removing the keys and shipping them in tamper-proof bundles, the hoboes respond by defecating and urinating in the automobiles, breaking windshields, and knifing upholstery. In winter, hoboes seeking warmth on coal trains bury themselves in coal.

Railroad police are "commissioned", and they have arrest powers. When they are not busting autorack squatters, they are sometimes in pursuit of the people they describe as graffiti vandals. The billowing cumulus of graffiti color reaches only partway up the sides of boxcars, hoppers, and gondolas, because that is as far as the artists effectively can reach. They are careful to mask out or otherwise avoid the reporting marks on the sides of freight cars (letters and numbers of identification), because they know that the reporting marks will quickly be restencilled if graffiti paint obscures them, and the art will not survive. They are proud of what they do. They stand admiring it as they are arrested.

continued on page 45

Wronged Side of the Tracks?

Railfans Complain of Police Scrutiny in Terror Era

By Don Phillips

On a balmy Sunday afternoon late in October, 2001, Richard Whitenight did what he often does on his days off: He went to a busy railroad junction in Fort Worth to watch the trains roll by.

But as he sat making notes about passing freight trains, two police cruisers approached. Over the next five hours, Whitenight – who works for the police department in nearby Arlington, TX – identified himself to the officers. Then he identified himself to the officers' supervisor, then a detective from a terrorism task force, then the FBI. They seized his train-spotter's notebook and grilled him about every mark and note in it. They searched his car and took photos of it, inside and out. Finally, he had to sign a form agreeing never to return to the location known as Tower 55.

Whitenight is one of thousands, perhaps millions, of people around the world who spend much of their time observing and photographing railroad operations out of a love for trains. In general, railroads have encouraged these railfans as long as they do not trespass or interfere with operations. Railroads even hold contests to use railfan photographs in calendars, and the Association of American Railroads has a web site to encourage the hobby.

But after the FBI announced last month it had credible reports that al Qaeda might be targeting railroads, a growing minority of railfans have been questioned and sometimes searched. A handful have even been threatened with arrest, for pursuing a hobby they have embraced for years. Law enforcement officers and train crews have been told to be on the lookout for suspicious characters asking detailed questions about railroad operations, taking notes and taking pictures of trains. It appears the descriptions of "terrorist" and "railfan" are the same.

"It's an unfortunate coincidence", said Edward Hamberger, president of the Association of American Railroads. But he said railroads may be a terrorist target, and "we want them to know we're not a soft target. People have to recognize they will be approached, they will be questioned, they will be asked to move on."

"Railfanning, by its very nature, is suspicious," said John Bromley, longtime head of public relations for Union Pacific, the nation's largest railroad. "It involves loitering, taking pictures and taking notes." Some railfans are railroaders themselves,

some museum curators, professors and others with a link to railroading. Others come from all walks of life. Some become minutely specialized, such as one group that follows the movements of a single type of diesel locomotive.

But most are like Whitenight, 54, a Vietnam-era Navy veteran who simply loves to watch trains. In fact, until the FBI warning, dozens of railfans would regularly gather at Tower 55, an old switching and signal tower where main lines of the Union Pacific and the Burlington Northern Santa Fe converge near downtown Fort Worth. A lot of the train crews came to know the group and often waved and smiled. "Some of the guys recognize us", Whitenight said. "They see us all the time. But now they've been told to report us."

Even though "train crews sort of know a railfan when they see one", as Bromley put it, Union Pacific has ordered them to report all activity that might be remotely suspicious. That includes people taking pictures of trains, even if they are doing so legally and are not trespassing on railroad property. Railroad police or local police departments are then dispatched to check out the situation.

Reports of suspicious activity are "up significantly" in the last few weeks, Bromley said. "We certainly aren't out to destroy an American tradition of watching trains, but we have to be careful", Bromley said. Norfolk Southern has taken similar steps, although Robert Fort, communications vice president, said railfans won't be subject to arrest unless they are trespassing. Even then, police will generally just escort railfans off railroad property, he said. "Tact and diplomacy are the order of the day", Fort said. Spokesmen for Burlington Northern Santa Fe, Amtrak and CSX Transportation say they are not specifically targeting photographers, but have asked crews to report suspicious activity.

Normally, police who encounter railfans simply check identities and record names and other basic information. But a few encounters go beyond that. Internet chat groups have been filled with stories of conflicts with police and railroad employees, including one Union Pacific conductor who ran up a bank to a public street to shout at a railfan to stop taking pictures of his train.

Jim Satterwhite of Greenville, TX, president of Coastline Rail Services, was out photographing trains last weekend when

his wife had a visit from police. It seems a Kansas City Southern Railway locomotive crew had reported his tag number. Shortly after the police visit, his wife received a call from a railroad official. Satterwhite said in an interview that as a 20-year Air Force veteran who now works in the railroad industry, he understands the need for safety and security. But "when do we become prisoners in our own homes?" he asked.

Even before the FBI announcement, railfans said they had noticed an increasing police presence. Joseph Suarez, 17, of Carson, CA said he and a friend were ordered out of their parked car a few weeks back while waiting for a train and patted down by a Los Angeles County sheriff's deputy, who had trouble comprehending why their back seat was full of cameras, notebooks and train magazines. After his friend showed the deputy a business card advertising train photographs for sale, "that seemed to satisfy him a little bit". Finally, the deputy walked away, saying, "I don't have a problem with you being here." Nonetheless, Suarez said, they left the area and don't intend to go back for a while.

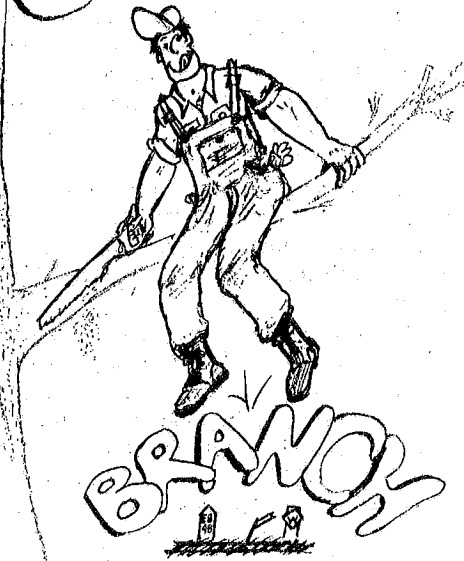
Railfans aren't the only suspicious-looking characters who are merely hobbyists. Planespotter scour the world's airports to record and photograph airplanes. Greek authorities recently arrested several British and Dutch planespotter and charged them with espionage. They were released last week by a judge, who said it was clear they were merely following a hobby. One big difference between planespotter and train-spotter is that it is much easier to get close to the hundreds of thousands of miles of railroads, while most airports are fenced off and guarded.

Even as police and the railroads view railfans with suspicion, Federal Railroad Administrator Alan Rutter says the railfan network could be "a real value" in spotting truly suspicious activity. Rutter said the government is already taking advantage of the intelligence-gathering abilities of railfans. In addition to perusing web sites, an FRA spokesman said, the agency's field staff has begun asking people it knows to be legitimate railfans to report suspicious activity.

The railfan intelligence-gathering capability is formidable. There are numerous Internet chat groups that keep up with almost everything unusual that moves on

continued on page 28

OUT ON THE



by Joe Durham

Ship ahoy!

A bit of double-meaning here. Right now, as I write, it's pouring and the end of September. My acre-plus pond is in overflow mode, and all it would take is a dam break to turn my house into the "good ship lollipop".

All along the ex-D&H Rutland Branch things appear well, despite this being the wettest summer I can remember. In places along the line, especially in Ira where the old RRL&P trolley line parallels the Branch, the water has been fairly high, due to weather and beavers. But since so much ballast has been added over the years after Vermont purchased the D&H branch, the old neighboring trolley line is under water long before water can threaten the railroad. Thus, I don't think there's any danger there. Ironically, this stretch of the Branch was known for being very spongy, and had a good share of derailments under D&H ownership. It seems that's not so anymore, thanks much to taxpayers everywhere, in the form of state and federal funding.

Now to the subject of a poor man's project. The wet weather that arrived early this summer killed a much-needed logging operation on my land. I had waited many years for a particular logger to be available that had a specific mill contract for a specific species of wood. This year was supposed to finally be my turn at bat, but unfortunately the nasty switch in weather (and mud) forced him to go elsewhere. I was able to ship my logs for only a few

short weeks, proudly by rail. After the monsoons, I could have almost floated logs out of the woods, but that was not to be. What was begotten before the 'soons was loaded onto railcars at a nearby point on the ex-D&H Rutland Branch, and the Rutland-Whitehall job took the cars east, and then south to Bellows Falls. Then, perhaps our own Scott Whitney Alco-hauled my logs to the Lyndonville - St. Johnsbury area. I was proud to be doing my share to promote rail transport, even if for a shorter time than it was supposed to be. Now after a fairly dry September, the logger has promised to return during the first week of October.

Today's heavy rain makes me wonder if I'm going to have to eat boiled cabbage from now on, because there's a lot of water coming through the property, down off the many surrounding hillsides.

I suppose I should look on the bright side; at least the trains here haven't been washed out. I've counted as many as 89 cars on some of the Whitehall-bound VRS trains in the evening. I don't believe the D&H ever fielded that many cars on any one train on the branch. Then again, even during its heyday, there was no need to do so, for the D&H put several trains a day through here...once upon a time.

Although I'll never again hear the loud pounding of a trio or four-unit lashup of D&H Alco's battling the hill from Whitehall at drag speed, as was common in the 1960s and '70s, it's still good to hear someone's melodic horns every day and night.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Wronged Side of Tracks" from page 27

the railroad, from the Ringling Bros. and Barnum & Bailey Circus train to trains carrying nuclear casks to storage sites. Those chat sites have been filled for weeks with advice on what to do about the growing police attention. That advice includes a caution that the railroads also stress: Don't trespass on railroad property. Many of the postings take a patriotic tone; many others express anger. But the advice also includes ways to look unthreatening, by wearing a shirt with a locomotive on it, for instance, or carrying railfan magazines to show police officers who never heard of the hobby.

"As crazy as it sounds, you need to educate the cop about our strange hobby in under 60 seconds", wrote Todd Clark, the webmaster of Trainorders.com. Clark said

in an interview that, for the most part, railroad police are familiar with the hobby but local police "think it's bizarre that grown men would be out there taking pictures of trains." Rutter suggested that railfans be "mellow" when approached by police. He said Whitenight was a good example of how to act: cooperate, keep cool and understand that "everything passes in time". At the same time, he said the FRA now understands that it must help law enforcement agencies understand railfans. "We'll try to do what we can to let people know that railfans are out there", Rutter said.

Most railfans take notes of some kind, often in a language all their own. "That ALBMDX-22 was 55 loads of mixed Toyotas and Nissans for the Midlothian unloading facility" is one of the more jargon-free examples. Whitenight said the police in his case "didn't even recognize our terminology." "If even one of them had known what we were talking about", he said, "we could have cleared this up fast."

Clark said the Federal Railroad Administration obviously is watching his web site, because an official contacted him in May expressing concern about a person who asked about the location of certain bridges and wrote in broken English. That person turned out to be a legitimate Swiss railfan. The FRA also asked Clark to issue a caution on the web site about being too specific about the location of bridges and tunnels. Most of his subscribers complied immediately, he said.

Some railfans are advising their brothers to remain undercover as much as possible, not looking like railfans, keeping the car out of sight, taking one photo and moving to another location. This is becoming known as "guerrilla railfanning". "You mean like Poland in the 1960s?" said Nils Huxtable, a Canadian railfan who has traveled the world for decades taking pictures of steam locomotives, writing books and producing train calendars. In Eastern Europe years ago, he dodged the secret police to take forbidden railroad pictures. Huxtable said he has started to avoid the United States for railfan activities. "It's just not enjoyable being in that atmosphere", he said.

Washington Post; collection of John Collins [BLHS Pub. note: *It's should be no surprise to learn that the head of public relations for the UPRR thinks railfans are inherently suspicious. It just confirms a long-held belief of many railfans. Knowing that, doesn't it seem more than a bit schitzoid for the U.P. to tax railfans via the notorious railroad model tariff?...JB*]

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



Modeling Matters!

by Steve Wagner

Atlas HO Trainman D&H RS36's

Five color photos of one of the forthcoming units wearing the Delaware & Hudson's lightning-stripe livery were posted at atlasrr.com September 25. They show at least three important things. First, the model's overall appearance is very good. Second, the D&H blue, gray and yellow paint job is beautiful. Third, the "dimples" that mark where to drill if you want to add grab irons will indeed serve as pilot holes. Atlas apparently still hopes these models will arrive in December, at list prices of \$79.95 each.

Atlas N scale D&H RS3's

Thanks to BLH Ser **Rob Pisani**, who works for Atlas, the firm's plan to produce three RS3's in the blue, gray and yellow lightning-stripe livery can be reported here. Walthers order #150-42048 will be D&H 4107, -42049 will be #4110 and -42050 will be #4121. No word yet on price and anticipated delivery date, but the former should be the same as or close to that of the latest run of this type of loco, and I think Atlas generally delivers new items about six months after announcing them, though sometimes much sooner.

RS3's will also be made for two of our favorite railroad's friendly connections: the Erie Lackawanna (three units in gray, maroon and yellow) and the Jersey Central (two units in green with gold).

HO D&H combination door boxcar

I bought this car from a man in New Jersey who wasn't sure of its manufacturer. Almost surely someone built it from a Details West kit, painted it yellow (with a "silver" roof and black trucks and underbody) and lettered it with blue decals. It's quite a good match for D&H 24294, an ex-Erie Lackawanna car shown on page 61 of the D&H Color Guide. The only discrepancies I've found are two bits of small lettering indicating that it was built in 1956 (rather than 1964) and shopped in 1975 (rather than 1976, when Conrail was formed and the D&H acquired these cars and many others). Incidentally, the sides, at least, of Accurail's combo door boxcar aren't as close to the D&H cars' as the Details West / Athearn model are.

The builder assembled the car with short ladders at three ends of the sides and a tall one on the corner nearest to the high-mounted brake wheel, which I think is probably correct. But I think the Ready-To-Roll cars of this type Athearn has produced since buying this kit (and three or so others) from Details West have low-mounted brake wheels and short ladders at each corner.

Athearn has made combo door boxcars in N scale, and another supplier has decorated at least one similar 1:160 model for the D&H.

"D&Hifying" Atlas PS-2 covered hoppers

On September 21, "Jim 6" (real name Jim Six) posted a new entry on the Atlas HO Forum (at atlasrr.com): "Atlas & AHM/Robins PS-2 covered hoppers", featuring beautiful images (scanned, as it turned out, not photographs) of two Atlas and three AHM and/or Robin's Rails cars he'd improved while keeping their factory paint jobs. (The Atlas forums have a search function that should allow interested modelers easily to see Jim's work for themselves.)

"Slatepicker" (Ed Ezell), who models the Delaware & Hudson between 1971 and 1980 and posts some of the best questions on the forum, asked how Jim had done it.

Jim replied that he'd used an X-Acto knife with a chisel blade to carve off the outboard ribs, and then cemented Plastruct channel sections in place. (This is the essential step in changing the Atlas later style two-bay PS-2 to the early style that the D&H - and the B&M, and the New Haven - had.) He also cut off the ladders and replaced them with Detail Associates boxcar ladders; he removed the stirrup steps cast onto the body and drilled the side stills to accept A-Line formed metal stirrups. Jim cut out the horizontal end braces and drilled the upright ones to accept new horizontal braces made from .015" brass rod. He installed a Kadee boxcar roofwalk shortened to fit, a Kadee brake wheel, a [brake] air line made from .015" brass rod and held in place with stanchions from old Athearn "blue box" diesel hood units, plus Detail Associates air hoses and coupler cut levers. He mixed Polly Scale acrylic paints to match the Atlas paint.

Jim did similar work on the three-bay PS-2's, of which the D&H never had any. The results are really beautiful.

Similar work presumably could be done on Atlas N scale cars.

Jim says he likes Kadee's two-bay PS-2's, but can't afford as many of them as he'd like. He also likes Athearn's three-bay PS-2's. He is an expert modeler who has written many articles on modeling locos (both Atlantic Coast Line and New York

Central GPs, for instance) and freight cars; many have appeared in **Model Railroading**.

Atlas HO D&H wide vision caboose

I received my two from the latest run September 28. The paint job - like that used on the first group of D&H extended vision cupola cabooses when they were built in 1959, except that it lacks the broad yellow stripe right under the roofs - is beautifully done. (And it's appropriate for 35794 and 35797, the ones from the second group that Atlas has modeled.) The painted, preinstalled grab irons look so good that they should motivate me to install their counterparts on earlier Atlas cabooses.

Atlas HO Trainman "D&H" cabooses

On September 1, Atlas announced that it would decorate its Trainman C&O-style steel caboose to match the forthcoming RS32's and RS36's. Two of the models will be lettered for the Delaware & Hudson with the smallish road name and circular Bridge Line herald as used from the 1950's into the 1960's. Walthers order nos. 751-1136A and -1137A will represent D&H 35703 and 35704, respectively. They'll list at \$12.95 each and are expected in October.

These caboose do not authentically replicate any real D&H hacks. Their numbers were carried by two of a group of wood cabooses built during the Second World War with stronger end bracing than usual, to meet Pennsylvania's safety requirements. (The Keystone State's regulations probably also account for the fact that the D&H's first steel cabooses, the first group of extended vision cupola cars, bought from International in 1959, were at first used only on the road's Pennsylvania Division.) I don't know whether these cabooses had plywood sides when built, but the three photos in the "D&H Color Guide" and another I have from 1962 or earlier show such sides, which could be seen as metal from a distance. (The model's rivets are quite conspicuous, however!)

In an exchange on the Atlas HO Forum, **Rob Pisani** was urged to change the color of the model's end railings from the black shown on the posted drawing to the red I'd seen in photos, and he agreed to do that, because photos he had showed caboose with the numbers Atlas is using with the red.

HO D&H S2's

Atlas shipped these Alco switchers August 29; Walthers reported them in stock September 7. Their yellow stripes are a good match for those on the RS3's in the black and yellow livery that Atlas offered a couple of years ago. They run smoothly and are heavy enough to pull a lot of cars.

The proper end railings are painted yellow, and they have Alco builder plates.

According to the roster at the BLHS website (bridge-line.org), which also has some photos of Delaware & Hudson Alco switchers, some twenty of the 33 S2's on the D&H lasted there into the 1960's. They were the last D&H locos to wear the old black and yellow livery, and none was ever painted in the blue, gray and yellow lightning-stripe scheme.

The two D&H S2's for which Atlas has painted its models were among the latest to serve their original owner. The 3021 was retired (or, less likely, sold) in February 1966, and the 3023 in January 1969. Rob Pisani confirms that those numbers were chosen for this very reason, adding that he found the Delaware & Hudson Virtual Museum website (trainweb.org/dhvm) very useful.

In the early 1990's, Atlas produced models of two of the D&H's S4's (identical in appearance to S2's except for riding on AAR switcher trucks instead of Blunt trucks), numbered as the 3035 and the 3038. All of the real D&H S4's lasted into the 1960's, and the D&H sold all but one (which was scrapped) to other users. The 3035 was sold in April 1969 and the 3038 in June 1968. (The yellow on the Atlas's D&H S4 models is a bit less vivid and more lemony than that on the firm's new S2's, and none of the end railings on the S4's have yellow paint.)

The big engine

I was glad to learn from **Bob Moore's** column in the October *Bulletin* that I'm not the only HO modeler who has an Atlas O unpowered O scale Alco Century 628 wearing the Delaware & Hudson's beloved blue, gray and yellow lightning-stripe livery on display. However, unlike Bob, I don't have a place at home to display it. Instead, it's on a high shelf - far above the reach of small children - at the model railroad shop where I work a few hours per month, along with three D&H freight cars and a caboose, "meeting" an Atlas O dummy Boston & Maine GP9 with an Atlas Trainman Bangor & Aroostook "State of Maine" boxcar.

Kadee HO D&H hoppers and covered hopper

The August *RailModel Journal* provides information on the Delaware & Hudson's offset twin hopper cars in the second part of an article on Kadee's models of this type. All 1500 of our favorite railroad's cars had Universal brake wheels, as the Kadee D&H hoppers also do. However, the cars built in 1951, D&H 6101-7100, rode on A-3 Ride Control trucks, while those built in 1952, D&H 7101-7600, had Barber S2 trucks without spring planks.

I'm not sure which kind of trucks the Kadee models have.

I plan to replace the Ajax brake wheels on my Athearn models of D&H offset twin hoppers with the Universal wheels that Kadee sells as parts. If the Athearn wheels are cut off while leaving their "pins" in the holes on the car body, you can then drill the "pins" to allow cementing Kadee's smaller ones in them.

D&H modeling bibliography

The preceding comments are among the newest entries in my listing of "Publishing Drawings and Photos of D&H Cars and Locomotives and Articles Useful for Modeling Them", which I send free in electronic form to anyone who e-mails me at swagner@law.harvard.edu asking for it or for \$1 to anyone who sends that to me at Harvard Law School, Cambridge, MA 02138.

D&H HO on eBay

These are only some of the transactions from the last day of August and most of September.

A Rivarossi "D&H" Challenger (apparently with smaller flanges than the early runs had) went to the highest of fourteen bidders for \$202.51.

An Atlas Alco S4 factory painted as D&H 3035 sold to the higher of two bidders for \$64 (as usual, plus shipping).

A Life-Like Proto 1000 Alco RS2 (black with yellow, but no end stripes) didn't draw a bid at a minimum price of \$59.95 and a Buy It Now price of \$69.95.

An Overland brass Alco RS3 factory painted in the black and yellow livery sold to a single bidder at the minimum price of \$629.95 on its third listing. A Stewart kit for RS3 4118 in blue dip paint (the prototype for this particular kit) sold to a lone bidder for \$15.

One buyer snagged two Atlas RS3's in the lightning-stripe livery for \$60.90 and \$60.99 (beating out three and four other would-be buyers, respectively) and two Atlas GE U30C's with factory DCC for the bargain price of \$51 apiece (beating out one other bidder for each). Another Atlas RS3 in lightning-stripes sold to the only bidder for \$69.75.

A Proto 2000 Alco PA didn't find a taker at a beginning bid of \$50. Another with a minimum bid of \$45 and a BIN price of \$50 also didn't attract a bid. Two P2K PA's, offered together with a set of six Con-Cor shorty streamlined passenger cars at a beginning bid of \$99.95, didn't draw a bid; relisted, the set sold to a lone bidder for \$75.

Five Atlas GE U23B's (three in lightning-stripes, two in blue dip with yellow noses and side sills) didn't draw any bids at minimum prices of \$59.95 each, nor did

three listed with a starting bid of \$49.95. Another unit in the blue dip scheme went to the only bidder for \$39.99; two more in lightning-stripes sold to single bidders for \$29.95 and \$28.50. Three others didn't sell at minimum prices of \$64.95 or \$65.

Still another U23B, painted as Bicentennial unit 1776, and offered for the second and third times at a minimum bid of \$125 didn't find any takers; relisted again on the same terms, it still didn't sell.

An E-R (Roco) Sharknose drew three bidders on two tries, but the top bids of \$14.38 and \$21.55 didn't meet the reserve price, let alone the Buy It Now price of \$58.97.

Four would-be buyers bid an undecorated MRC (ex-Lima) Alco Century 420 up \$153.50. (Many of us are hoping Atlas will eventually produce a model of this diesel; the D&H acquired several ex-Lehigh Valley units and one ex-Lehigh & Hudson River loco of this type in 1976.)

Two Proto 2000 GP38-2's in lightning-stripes found no buyers at BIN prices of \$74.99 each. One sold for \$59.95 to a single bidder. Another with that BIN price didn't find a buyer.

A lone bidder snagged a pair of Laser Horizons sides made by Dennis Sauters for an ex-Phoebe Snow coach for \$15.

An Overland unpainted brass USRA single sheathed boxcar converted to haul cement (later used to carry sand) offered at a minimum price of about \$99 failed to draw a bid; not surprising, considering that a very nice Tichy kit for the car sells for less than one-fifth of that.

An Ulrich metal kit for a ribbed twin "fishbelly" hopper went to the highest of three bidders for \$19.50. A Stewart twin fishbelly hopper attracted two bids and sold for \$4.25. One Kadee offset twin hopper sold to a lone bidder for \$32.76; another sold to the higher of two bidders for \$36. Two bidders got two sets of Stewart kits for 70-ton ribbed triple hopper cars for \$7 per set.

A four-pack of IM-ports (Inter-Mountain) 40 ft. PS-1 boxcars offered with free shipping at a beginning bid of \$79.95 and a Buy It Now price of \$94.95 didn't get a bid. Another with free shipping sold to the highest of three bidders for \$87.01; yet another didn't find a taker at a beginning price of \$19.95.

The only bidder got a Kadee 40 ft. PS-1 for \$19.95. Another sold to the highest of five bidders for \$37.63. Still another didn't sell at a minimum bid of \$23.96.

A Bowser 50 ft. round-roof (ex-Pennsy) double door boxcar, nicely assembled and weathered (and having a correct car number for this type), didn't draw a bid at a starting price of \$12.99; relisted, it sold to the higher of two bidders for \$13.50. (This is the only model I know of that

wears an incorrect D&H circular Bridge Line herald, including "and from" [as well as to Canada], which the railroad used only on paper, not rolling stock.)

Two black Atlas pulpwood cars offered at BIN prices of \$13.95 and \$15.95 didn't draw a bid. Another, weathered, drew two bidders and sold for \$27. A Ramax kit for a two-bay Center Flow covered hopper went to the higher of two bidders for \$19.45.

A single bidder got a Walthers Thrall-door boxcar with a big Cooperstown & Charlotte Valley name but D&H reporting marks for \$15. A Walthers North American 50 ft. boxcar with exterior posts drew three bidders and went for \$12.50.

A ready-to-run and nicely weathered Athearn ACF two-bay Center Flow covered hopper custom painted and decaled in a "Spartan" scheme with Roman reporting marks and numbers attracted five bidders and sold for an incredible \$107.26.

An Atlas PS-2 covered hopper in the first paint scheme used on these cars attracted two bidders and sold for \$7.61. A similar car, but gray and with the billboard road name and the shield herald, heavily weathered, went to the only bidder for \$12.99. A Kadee silver PS-2 covered hopper with blue shield herald and minimal lettering didn't sell at a starting bid of \$33.56; another sold for \$19.50.

An Overland brass model of an ex-Erie Lackawanna (C371-C380 series) bay window caboose, factory painted as D&H 35815, sold to the highest of six bidders for \$158.05.

An Athearn bay window caboose (SP prototype) custom painted bright red didn't find a taker at a starting bid of \$12.

An Atlas extended vision cupola caboose went to a lone bidder for \$14. Two more from the latest run, offered at minimum bids of \$12.49 and BIN prices of \$14 each.

New Walthers HO catalog

The 2007 edition sells for \$9.98, less than half the list price of recent years' versions, but it still includes the "Magic of Model Railroading" section. That segment features the work of several modelers and photographers whose names seemed unfamiliar to me, but also a scene at "Kilian's Recycling" (doubtless named after BLHSer **Len Kilian**) created by **Bill McChesney** and **Lou Sassi** of the Capital District. Two catalog sections are led off by photos of the HO Poco Valley by modeler **Ken Nelson** of Scotia.

HO Pennsy wood cabin cars

Walthers finally posted photos of its PRR N6b wood cabooses on its website in early September, making it seem likely that the models would be on the market by

October 17 (the fifth date the firm had publicized).

These hacks had very tall cupolas, so high that I'd think they would have come dangerously close to overhead catenary wires if used in the electrified zone, in great contrast to the "squooched" cupolas on most of the New York Central's wood cabooses. They coexisted for decades with the Pennsy's N5b's, which were among the earliest all-steel cabin cars. Some even lasted into the 1960's.

The models are being offered in three paint schemes: with small road name (and black roofs), with large road name below a shadow Keystone herald and with large road name above the herald (and all-black cupolas for both of the latter liveries). Each cabin car will bear the name of its home "region". The region that included the Pennsy's Wilkes-Barre branch and the interchange with the D&H at Buttonwood Yard is the Northern Region; I think that will appear only on one of the caboose in the two-pack with the large name lower than the herald. I wish Walthers would follow the example Bowser set with its N5b's and N5c's, making some models without preprinted region names but with an assortment of them in dry transfer form from which the modeler could choose.

HO modernized heavyweight coach

Walthers expected to have this model, patterned after a group of paired window Pullman-built coaches the Baltimore & Ohio rebuilt in the 1930's, ready on October 17. It has an arched roof and smooth sides with rounded corners on the windows. It's Walthers #932-10114, \$44.98 list. The model is also available decorated for the Illinois Central (chocolate and orange) and Wabash (dark blue).

I very likely rode in at least one of the real B&O cars between Baltimore, Cumberland, Saint Louis and Cincinnati in 1963 and in a similar IC car between Chicago and Champaign in 1970.

Here's hoping someone produces sides that will ease conversion of Branchline's single-window heavyweight coach kit into a model representing the several cars that the D&H had similarly modernized (though without creating arch roofs) by the 1950's!

More N scale 53 ft. GSC flatcars

Athearn expects these models in January painted in two road numbers each of the following: BNSF, Milwaukee Road, and Trailer Train (yellow) at \$13.98 each list, and MP, SSW and Union Pacific (brown) at a dollar more per car (due to the UP tax). These could be repainted and decaled to represent Reading flatcars acquired by the Delaware & Hudson in 1976; the D&H painted some of them red and others black.

More milk cars in HO and N

Athearn announced the third run of its 40 ft. General American wood milk cars in both scales in mid-September. Of potentially greatest interest to D&H fans are two white Dairymen's League cars with the bold blue graphics as shown in a General American sales brochure from 1928. I was afraid that the dark graphics on a light background might simply be a livery used only in taking a builder's photo, but the Yahoo milk trains forum has a photo of a train of eight or more light colored Dairymen's League cars on the Pennsy.

Two green cars wear large white lettering for Renken's Milk and Cream of Brooklyn, NY; a participant in the milk trains forum states that they ran on the Erie. Did they ride car floats across New York Harbor?

Other new names in two road numbers each will be A&P (West Bend, WI), Merkle (Delavan, WI, shipping to Illinois points from Evanston to Chicago), New England Creamery Products Co. (Noble's Milk) and Seminole Milk (Jacksonville, FL). HO cars will list for \$19.98 each, N scale cars \$14.98. The Renken's car has no built date; the Dairymen's League car was built in 1927, and the others in 1926; I strongly suspect that none of their paint schemes lasted past World War II.

Postings on the milk trains forum indicate that Noble's Milk was shipping milk from Piermont station in Vermont on the Boston & Maine's Conn. Valley line south of Wess River in 1932, but was taken over by Hood in 1934. A B&M listing of industries shows a New England Creamery facility in East Cambridge, MA as late as 1955; and Hood has renamed its premium line of ice cream New England Creamery just this year. All these models are expected in January or February 2007.

HO Susquehanna GE's

Atlas is preparing a new run of B40-8's, including half a dozen in the NYSW's bumblebee livery. Walthers nos. 150-7254 through -7256 will be analog (conventional control) units with road numbers 4004, 4006 and 4026, respectively. Nos. 150-9836 through -9838 will be "Gold" units with DCC and sound, with road numbers 4002, 4008 and 4044. No word yet on prices and estimated delivery month.

Remember that the Susie Q was the "Designated Operator" of the D&H prior to the Canadian Pacific's purchase of the line. The 4006 slid downhill toward Lake Champlain following a washout.

Due to space limitations, we could not run the rest of Steve's article. If you want the full text of the article, please send an e-mail to the Publications Office....JB

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

a *Daylight* between St. Louis and Chicago, on Illinois Central.

There are many instances where a train name used by one railroad was also used by another, sometimes at the same time (as in the example above), sometimes not. Northeasterners hearing the name *Washingtonian* will probably first think of the PRR - New Haven - B&M - Central Vermont train, the *Montrealer's* southbound counterpart. But another *Washingtonian*,

perhaps more familiar to the country at large, was Baltimore & Ohio's Baltimore - Pittsburgh day train for years before being replaced by the RDC-equipped Philadelphia - Pittsburgh *Daylight Speedliner*. For most of its career, this *Washingtonian* was also a through train, continuing from Pittsburgh to Cleveland over Pittsburgh & Lake Erie and the Erie, although in its last years the through train service was discontinued. Even then, through cars continued running to Cleveland at least briefly on the P&LE - Erie's replacement train, the *Steel King*. Though the King ran in both directions twice a day, it was the southbound morning and northbound evening train that carried the through cars.

Interestingly, B&O short-hauled itself with this train; its overnight train on the same route, the *Cleveland Night Express*, stayed on B&O rails all the way to Cleveland, via Akron's Howard Street Station.

Speaking of *Steel Kings*, the Pittsburgh - Cleveland trains were probably better known, but the Pennsylvania earlier had a train of the same name on the New York City - Pittsburgh run. Put on during World War II when restrictions on short-haul sleeping cars eliminated the all-Pullman overnight *Pittsburgher*, the late afternoon-both directions train tried its best to be a businessman's alternative between Gotham and the Steel City, successfully enough that it was kept on for some years following the war, even after the overnighter had been reinstated.

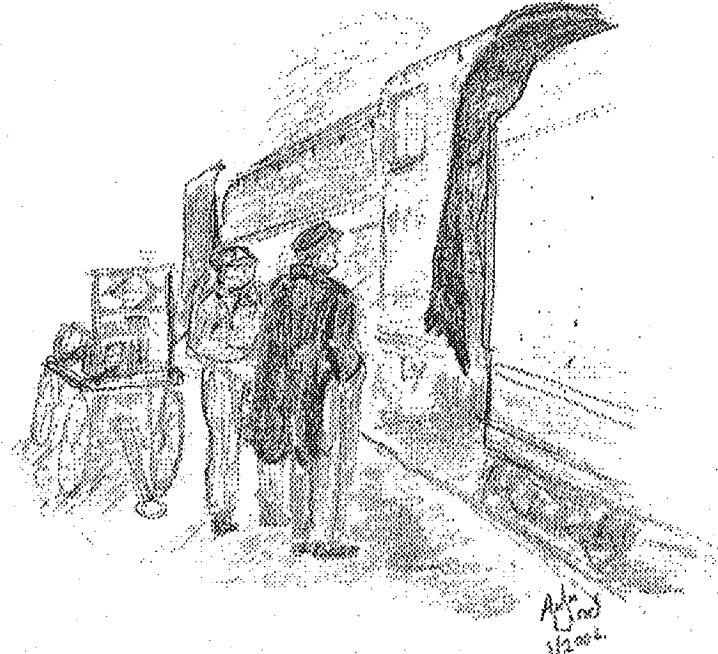
Another B&O train name familiar in New England was *Ambassador*, which besides being a Baltimore - Detroit overnighter was B&M-CV's Boston - Montreal day train. The one-time night train on the same route, *New Englander*, was also a PRR Pittsburgh - Philadelphia train carry-

ing the Pittsburgh - Boston/Springfield sleepers and coaches, which generally ran in the *Quaker* on to New England. At least arguably, the *Wabash Cannon Ball* was one of America's best-known trains, thanks to the famous folk song, and despite the fact that no train actually carried the name until after the Second World War, when Wabash decided to capitalize on the name's familiarity by giving the Detroit - St. Louis day trains the name (including the Wabash as part of the official name). But there were other *Cannon Balls*, two of them in the Northeast: Long Island's premier Montauk train (in later years all-parlor-car in summer), and a B&M Boston - White River Junction schedule.

The streamlined *Tennessean* is familiar as a Southern Washington - Memphis train, using the Norfolk & Western between Lynchburg and Bristol, VA. But Memphis was also the terminus for Missouri Pacific's *Tennessean*, an overnighter from St. Louis. Nashville Chattanooga & St. Louis also carried the name in its **Official Guide** listings, but it's doubtful the name was actually used by many people. It showed up only in the equipment listings, and then only for the Bristol- or Knoxville - Nashville sleepers handled on the S.R. train east of Chattanooga, and not for the separate NC&SL-local equipment listings (Atlanta - Chattanooga - Nashville overnight) for the same train.

The *Lake Cities* (earlier *Lake Cities Express*) is familiar as the Erie/E-L New York City - Cleveland/Chicago (and earlier Buffalo) train. However, NYC also used the name for the Cleveland - Toledo leg of the Pittsburgh - Cleveland - Detroit overnight service (which was nameless on the P&LE/Erie east of Cleveland and NYC/MC north of Toledo). And the *Canadian*, of course, is one of the world's great trains, being Canadian Pacific's streamlined transcontinental, and still today Via's flagship (though on an almost entirely CN routing). Earlier, though, it was a CP - Michigan Central flagship run between Montreal and Chicago, direct competition to CN's *International Limited*. Years after the through train had ceased, the name remained on the Central as part of the Chicago - Detroit - Buffalo *Canadian-Niagara*, which handled the last NYC through cars to Toronto. Before streamlining, one of Great Northern's Seattle - Vancouver trains also carried that name. Not to dismiss our own country, the southbound version of this train was the *American*, also the name of New York City - St. Louis PRR train. In the 1920's it was close to a fleet leader, but later became much more of a secondary service.

One would expect a train named the *New Yorker* to serve New York City, and New Haven's Shore Line train using the



Let's Talk It Over by Jim Corbett

I hope those who read this column enjoyed the reprint last month. Since the D&H has handled the RBB&B circus trains, I think it did have a connection to our favorite railroad, and it allowed there to be a "Let's Talk It Over" column last month that I could not have written.

At deadline time, I was in the middle of a 5-week, 7800+ mile, 17-state, 1-province-Missouri-Minnesota-Maine-Missouri (plus Grand Turk, Puerto Rico and the Virgin Islands) driving trip-cum-cruise. A most enjoyable trip, it was nonetheless notably short on railroad activity; though we crossed many tracks, the only action we saw in the whole trip was a UP freight in Cedar Rapids, IA; a couple of BN coal trains in Brainerd, MN; Metra and L trains in Chicago; a CN manifest passing through Brantford, ON; a couple of CSX intermodals in western New York State; and one more in the Mohawk Valley. But there were rides on light rail old (the Como-Harriet museum trolley line) and new light rail as well (the Hiawatha light rail line in the Twin Cities). While railfanning certainly wasn't the emphasis of this trip, I had hoped for a bit more action.

Be that as it may, I thought that perhaps this month I might write about name trains again; names you might recognize, but maybe not where you think. For instance, virtually anyone with a rail interest would recognize the name "Daylight", and no doubt associate it with Southern Pacific's colorful fleet, especially the original Coast Line train, when it was the only SP *Daylight*. But it was also possible to ride

name did, from Boston. So did PRR's, from Chicago. But there were others. Lehigh Valley-CN-GTW also had a New York City - Chicago train by that name; it too served the Big Apple. So (almost) did Nickel Plate/Lackawanna's Chicago - Hoboken train, though the name came late, in the early 1950s. But Southern's *New Yorker* got no closer to its namesake town than Washington, DC. Run as a relief train a bit ahead of the northbound *Southerner*, its (at one time) large rake of sleepers was coupled into PRR's continuation of the New Orleans - New York City train at Washington Union Station.

Some names were common enough that I'm not including them here. There were *Atlantic* and *Pacific Expresses*, *Night Expresses*, *Mails* (Fast and otherwise), and *Owls* scattered nationwide. But it is perhaps notable that S.P. had two different *Owls* (LA-SF via the San Joaquin Valley, and Houston - Dallas) running at the same time. And, earlier, two *Larks* also; the all-Pullman Coast Line overnighiter and a Dallas - San Antonio sleeper train. One should probably note that in each case, one train was on the S.P. proper (what S.P. called its Pacific Lines), the other on its Texas & New Orleans subsidiary.

There were many more. New Haven briefly fielded a Boston - New York City *Night Hawk*; Alton - Burlington used the same name for a St. Louis - Kansas City overnighiter for years, as early as when the Alton was the Chicago & Alton, and as late as when it was Gulf Mobile & Ohio. NYC and the DL&W-NKP combination both had New York City - Chicago *Westerners*, though at different times. Texas & Pacific and Missouri Pacific both did, too, and they were two separate trains: MP's St. Louis - Kansas City and T&P's Texarkana - El Paso connection for MP's St. Louis - San Antonio *Southerner* (a name we've already seen on the Southern-PRR). In New England, New Haven and NYC each fielded a *Berkshire*, GCT-Pittsfield and Boston - Albany (sometimes Boston - Buffalo), respectively. At various times, all three of the big Eastern trunk lines, NYC, PRR and B&O, had a *Western Express*; all of them were distinctly secondary trains, and all of them, not surprisingly, ended their runs in Chicago. Lackawanna's, however, did not, running only to that road's western terminal, Buffalo.

Both Pennsy and New Haven at times ran a train called the *Pilgrim*; while the NH connection to the New England-oriented name is obvious, it's less clear why PRR used it for a New York City - St. Louis train.

Columbian was a train name known coast-to-coast. After WW2, it was B&O's high-class coach Washington - Chicago overnight train, comparable to NYC's

Pacemaker and PRR's *Trail Blazer* from Gotham). At the same time, and for years before, the Milwaukee Road's Chicago - Tacoma secondary train used the same name. But before it became a DC - Chicago train, the *Columbian* was a Jersey City - Washington train on B&O's Royal Blue Line, and as such America's first fully-air-conditioned train.

Another familiar B&O name, *Cincinnati*, also ran on two different routes. Introduced following the war as a Baltimore-Cincinnati daylight streamliner (and as a preemptive strike against C&O's already-announced but never-to-run *Chessie*), it found too little business to continue and was switched to a Cincinnati - Detroit routing, where it stayed for years. But it really doesn't fit here, for only B&O used the name.

Maple Leaf, however, was definitely used by Canadian National for two trains at the same time, and even over the same trackage. Used for GTW's eastbound day train out of Chicago, continuing on to Toronto and Montreal on CN, the name was also that of the CN-LV Toronto - New York City sleeper train; both of these shared the same Hamilton - Toronto CN tracks. CN-GTW's reverse side of the Chicago *Maple Leaf* was the *LaSalle*, a name earlier used by Chicago & Eastern Illinois for yet another Chicago - St. Louis train.

Also introduced as a post-war luxury coach train was NYC's Boston - Chicago *Paul Revere*. Sadly, the train didn't last long. Neither did the same name on B&M's Boston - Bedford RDC commute, whose opposite-direction name, *Patriot*, was more familiar as a New Haven-PRR Boston - Washington train.

If you were aboard the *Southwestern Limited*, you would probably think yourself on NYC's top-rank New York City - St. Louis train. But, maybe not. You could have been travelling between Meridian and Shreveport on IC's overnight train, perhaps aboard the New York City - Shreveport sleeper off the SR - N&W *Pelican*.

Another NYC St. Louis train, the *Missourian* (oddly running only from St. Louis for most of its career), was also MP's St. Louis - Kansas City overnight train.

This column has earlier discussed the Reading-CNJ-Lackawanna *Interstate Express* between Philadelphia and Scranton/Binghamton/Syracuse, but the name also was used for an eastbound-only NYC Chicago - Boston train for many years.

A couple of familiar steam-road names also found themselves attached to interurban trains: the *Dixie Flyer* was a C&EIL&N-NC&SL-CofG-ACL Chicago - Florida train, but also a whole fleet of trains on the Interstate Public Service between India-

napolis and Louisville. And the *Capitol Limited*, besides being B&O's fleet leader, was also an Illinois Terminal Peoria - St. Louis train, though the name probably came primarily from its business in Springfield, Illinois' capital city.

Mountaineer was another name used by many roads. Probably most famous as Soo-CP summertime St. Paul - Vancouver train (in earlier times it ran all the way Chicago - Vancouver, using C&NW east of the Twin Cities), the name was also at various times used on a PRR Philadelphia - Wilkes-Barre train, Rio Grande's Denver - Montrose sleeper (later cut back to Denver - Grand Junction), a B&M-Maine Central summertime Boston - Littleton/Bethlehem run (at times using the original *Flying Yankee* trainset), and New York Ontario & Western's summertime New York City - Catskills day train, restyled on a budget (all O&W could afford) by Otto Kuhler.

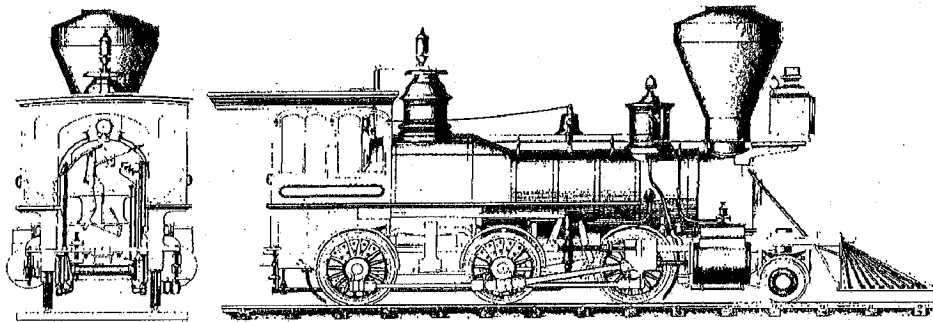
Senators and *Governors* both appeared on two roads: NH-PRR (Boston - Washington) and Big Four (Columbus - Cincinnati) for the former, PRR (Philadelphia - Harrisburg) and SP (Sacramento - Oakland Pier) for the latter.

A couple more familiar New York Central names also were used by other roads: *Twilight Limited*, Detroit - Chicago on NYC, had also been used by C&NW for a Twin Cities - Ashland (WI) train. And *Mohawk* (NYC - Chicago) became in the 1960's a fast afternoon Detroit - Chicago train for Grand Trunk Western, on a schedule very similar to what the *Twilight Limiteds* had been.

While there are surely more examples, let's end with a couple of winged creatures. *Fireflys* were very common in Oklahoma, since both a Rock Island 1930s Twin Cities - Dallas train and a Frisco 1940s-1950s Kansas City - Tulsa train shared the name. And while the *Blue Bird* was Wabash's post-WW2 Chicago - St. Louis domeliner flagship, it was also Chicago Great Western's post-WW1 nonstop Twin Cities - Rochester (MN) motor train. The *Red Bird*, CGW's companion motor train, did make intermediate stops; that name was also used for a PRR-WAB Chicago - Detroit train which was switched, after the joint service ended, to Pennsy's Chicago - Cincinnati route.

Of course, some names were most famous as fleet names: Burlington's *Zephyrs* and Rock Island's *Rockets* come immediately to mind. But was it possible to ride a *Rocket* on the Burlington, or a *Zephyr* on the Rock Island? Actually, yes, and on the same train. This was, of course, the creatively (and appropriately) named *Zephyr Rocket*, operated by the two roads on the overnight Minneapolis - St. Louis run via Burlington, IA (RI north thereof, CB&Q

continued on page 34



Model News

by Dick Silber

As some of you may know, from 1980-91, I was a partner in a hobby shop that produced a line of custom decorated D&H freight cars in HO scale, under the trade name "HO Custom Trains". The cars were produced in limited runs of 250-500 each, and are long gone. However, once in a while, they pop up at a train show, and I continue to receive inquiries about them. To answer many of the questions I have received, here is a complete listing of our production:

Stock #	Description
1001	Delaware & Hudson Airslide Covered Hopper - Gray
1002	Delaware & Hudson Airslide Covered Hopper - Red
1003	Delaware & Hudson PS-2 Covered Hopper - Gray
1004	Delaware & Hudson PS-2 Covered Hopper - Red
1005	D&H 40-foot Box Car, oxide red, white lettering, white round shield
1006	D&H 50-foot Gondola, red with yellow lettering
1007	D&H 50-foot Box Car, oxide red, white lettering, round shield
1008	D&H 34-foot Composite Twin Hopper, black with white lettering
1009	D&H 40-foot "XF" Flour Box Car, red with yellow large herald and vertical lettering
1010	D&H 50-foot Box Car #22003, red with white large herald and horizontal lettering
1011	D&H 50-foot Box Car #22203, red with white large herald and vertical lettering
1012	D&H 50-foot Box Car #25065, red with yellow large herald and vertical lettering
1013	D&H 50-foot Box Car #28022, yellow with blue large herald and horizontal lettering
1014	D&H 50-foot Box Car #28030, yellow with blue large herald and horizontal lettering
1015	D&H 50-foot Box Car #NIRX 41138, yellow with blue large herald and vertical lettering
1016	Green Box Car #24439 with yellow lettering with small yellow shield

- on right
- 1017 Green Box Car #24480 with white lettering with small white shield on right
- 1018 Green Box Car #24576 with yellow lettering with large yellow shield on right
- 1020 Green Box Car #24450 with white lettering with small white shield on right

Cars 1001-04 were based upon E&B Valley (Robins Rails) prototypes. The remaining cars were Athearn-based. Car 1019 was never produced. We also marketed two HO scale D&H decal sets, which were produced for us by SMP Industries (AccuCal):

- D1 Delaware & Hudson "World's Fair" Passenger Cars
- D2 Delaware & Hudson *Dumaine* Streamline Passenger Cars

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H
"Let's Talk It Over" from page 33

south). If you count subsidiary Burlington - Rock Island Railroad, the joint Dallas - Houston line, there were also the *Sam Houston Zephyr* and *Texas Rocket* on CBQ-RI tracks; even more interesting is that the *Texas Rocket* was actually a Burlington Zephyr trainset (one of the original *Twin Zephyrs*, I believe, though my books to check this are currently still in storage), lettered as a *Rocket* and for the Burlington-Rock Island. Postwar, the *SHZ* continued in service for many years, but the *Rocket* on the run became the last (or first) leg of the Twin Cities - Houston *Twin Star Rocket*.

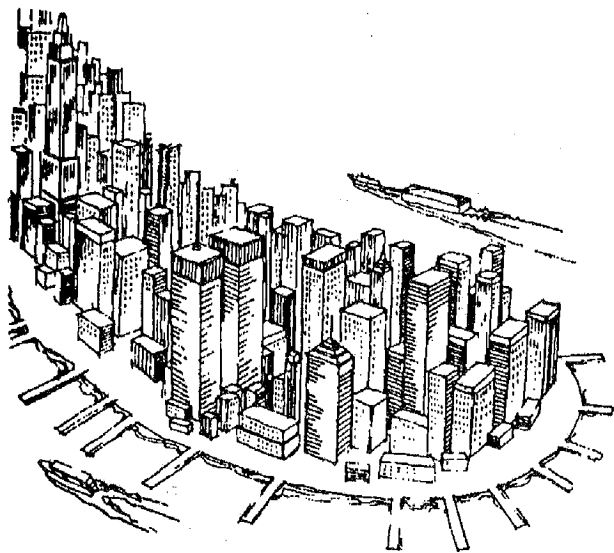
Also well-known as early long-distance streamliners were Union Pacific's *Citys* fleet (with C&NW and SP involved too, of course). Given the timing of its introduction, one wonders whether the Chicago - Miami *City of Miami* (IC-CG-ACL-FEC) was given its name as a homage to (or a ripoff of) the U.P. nomenclature. If so, IC's postwar *City of New Orleans* and its later fame in song may owe some debt to the U.P. trains, too. There were a few other non-UP *City* trains, and mostly the connection is clear. Wabash's *City of Kansas City* was clearly intended as a St.

Louis - Kansas City companion to the St. Louis - LA *City of St. Louis* over the same rails, WAB providing UP's entry into the Gateway City, and C&NW's *City of Milwaukee 400* (combining U.P.'s fleet name with North Western's own) probably found its name from CNW's participation in the long-distance trains. But NC&SL's *City of Memphis* (postwar, Nashville - Memphis) and Nickel Plate's 1950s *City of Chicago* and *City of Cleveland* in opposite directions on the overnight Buffalo - Chicago run don't seem to have any obvious connection to U.P. streamliners (the NKP trains not being completely streamlined in any case).

One other train name question may legitimately be asked here, coming back to our own D&H. While most of the overnight trains from the U.S. to the Quebec metropolis took Canadian names (*Montrealer*, *Mount Royal*, and of course *Montreal Limited*), the competition's day trains did not (*Ambassador*, *Green Mountain Flyer*). Why, then, was D&H's train the *Laurentian*? When New York State agreed to revive the train under Amtrak, it was quite clear it would not accept the name of a foreign (and somewhat competitive) resort area, leading to the wonderful but all-too-short flowering of the original *Adirondack*, a name that continues in use today. But D&H chose the Canadian name. Perhaps Mr. Loree had some connections to the area?

Since I began on a personal note, let me finish that way, too. For some time now, the local NRHS chapter, of which I'm a member, has found difficulty in getting permission to run excursion trains. The local railroads have, in particular, cited a shortage of crews available for such trains. I must admit I (probably not alone) took that as mostly an excuse to keep from doing something they didn't (and still don't) want to do, for many reasons good and otherwise, certainly not least including liability concerns. But in the last couple of months we've moved to a villa across the valley from BNSF's River Line heading south toward Memphis, and it has been a revelation. While I could tell, from our old home, that there were more trains in recent years than had been the case earlier, the actuality has surprised me. We have trains - heavy trains, mostly - passing by, on average at least hourly, sometimes even more frequently. If this is true on other main lines (and I expect it is; even with today's traffic from points north on the old BN, St. Louis - Memphis is hardly in a league with even the secondary transcontinental lines entering St. Louis), it would seem that the crews are being kept very busy indeed. Now if the leaves would just fall so I could actually see the trains as well as hear them. . .

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



The Metropolis Monograph

by Robert A. Lowe

Rail industry news

In January I reported that in 2005 Seattle voters defeated a proposal to expand the Seattle Monorail. It is now 44 years old and suffers from deferred maintenance. It was expected that it would be the basis of an expanded network, but that was defeated. Now, \$4.5 million is urgently needed for basic repairs and upgrades. The Monorail was shut down by a fire on Memorial Day 2002; last year two trains sideswiped each other. On August 19 there was another breakdown, the sixth in five years. The Monorail has never been much more than a tourist attraction. The only other major one in the USA is in Las Vegas, which has been extended but has poor ridership.

The Adirondack Scenic Railroad wants to have a 141 mile route over the old NYC from Utica to Lake Placid. It operates one section of 57 miles from Utica to Thendara, and a 10-mile section from Saranac Lake to Lake Placid. In the gap between there is an unused section of 74 miles, which some say could provide access to some of the most scenic Adirondack sites at a projected start-up cost of \$27 million. The Adirondack Scenic Railroad is currently carrying 60,000 patrons annually.

In May I wrote about creating a 22 mile loop of "unused" rail lines around Atlanta into the Atlanta Beltline. This will cost \$2.8 billion and link old historic neighborhoods and tourist sites, such as the Carter Center and MLK historic landmarks. Ryan Gravel had spearheaded this concept as a thesis project. Already adjacent property values are up, and \$40 million was spent to acquire one parcel for the belt line. Some ROW's are still in use, including one to a container transfer yard. Four different rail lines are involved.

Also in the Atlanta area is the Blue Ridge Scenic Railway, which operates out

of an old L&N depot. It has 3+ hour, 26-mile trips; \$33 for adults, \$28 for seniors.

126 miles of rail between Joliet and Springfield, IL has been upgraded for 110 mph service. At a cost of \$80 million, grade crossings have been upgraded and other improvements made. But it is not yet operating until some mechanism is in place to automatically slow down trains.

CREATE is a \$300 million program to improve the rail system around Chicago, eliminating bottlenecks. It should improve timekeeping and improve intersections.

On September 14, a CN/IC freight had three tankcars derail near Salem, IL. Some contained phosphoric acid.

On September 3, a maintenance worker was killed on the White Pass & Yukon after a work train derailed about 36 miles north of Skagway.

South County Commuter Rail in Rhode Island will use a federal grant to buy five railcars that could be used to extend service to Westerly.

Dennis Washington of Montana Rail Link is providing a 4-car train to travel population centers in Montana in an effort to recruit students for the Univ. of Montana. Most of the old NP line is not part of Amtrak, although it goes through the major population areas of that state.

NYC area industry news

On September 11 Penn Station NYC was evacuated for a few hours after a "suspicious" package was found. Amtrak, LIRR, and NJT were shut down.

Amtrak and NYCT are considering floodgates for underwater tunnels. There are 14 such NYCT tunnels that might be equipped. Amtrak has installed six floodgates in its tunnels to Penn Station, noting that some lines are below sea level.

It has been noted that two out of every seven commuters in the NYC metropolitan area used mass transit in 2005. The number of drivers declined. 40% of all mass transit riders in the U.S. live in the NYC metropolitan area. About 15% use the subway, and 4% commuter rail. However, it is noted that many trips on mass transit can take as long as the auto.

9-11 memorial

The fifth anniversary of that memorable day elicits this update on rebuilding the WTC site and environs.

It has been noted that the U.S. is spending \$9 per airplane passenger on "anti-terrorism safety", but only 1¢ per

rider on mass transit riders [there are far more mass transit riders]. It is emphasized that since that event there have been at least three major incidents worldwide on mass transit. There is also need to increase port security.

\$79.5 million in funding has been announced to help secure the NYC-area port and mass transit. This is up from \$50 million in 2005 and after the NYC clamor four months ago about reduced allocations.

Here is an update on construction progress: the Fulton Street Transitway (linking 14 subway lines and PATH) should be completed by the end of 2008; the South Ferry reconfiguration should be completed by December 2007; and the rebuilt Cortlandt Street subway station (directly under the old WTC towers) should be completed by spring 2007. The "temporary" PATH station opened in the fall of 2003; the \$2.2 billion new station designed by Santiago Calatrava should open in 2011.

One remnant of the old PATH terminal is two escalators that are where new Tower 2 will be built. They have "symbolic value" and may be moved if possible.

It still has not been resolved if Liberty Bonds will provide tax credits for the proposed lower Manhattan-JFK Rail-link.

Amtrak

Some new services will start on October 30. Last issue I wrote about the upgraded Keystone Corridor between Philadelphia and Harrisburg. This \$145 million upgrade will allow 110 mph trains and three more weekday trains, plus another one on weekends. Ridership on the corridor has been up 14% and should increase.

On that same date there will be two more trains added between Chicago and St. Louis, largely due to Illinois' \$24 million contribution. One will be called *Saluki*, after the Southern Illinois Univ. mascot mentioned in September.

Amtrak will assume full responsibility for maintaining the Acela fleet, ending the relationship with the Bombardier-Alstom partnership. They will continue to provide advice and parts. As noted previously, the Acela project has been hit with delays and problems, mainly the brake rotor cracks in April 2005 that grounded the fleet.

San Joaquin trains have had growing ridership. In June it was up 6.1% and 4% in July.

It appears Amtrak will not decrease *Tidewater* service in Virginia between Newport News and Richmond, despite Virginia's refusal to provide a subsidy. In 2007 an additional one million visitors are planned for Williamsburg.

There is concern though about CSX not giving priority to Amtrak on north-south runs in Virginia. Average Amtrak O-T% is 19.5 due to a glut of freight trains.

Meanwhile, *Downeaster* patronage continues to grow, and service is being projected beyond Portland to Brunswick and perhaps even seasonally to Rockland.

In mid-September *Vermont* trains were terminated above Springfield, MA while 7.2 miles of CWR was installed between Putney and White River Jct. Buses were substituted.

Higher fares for "commuter passes" went into effect last October. Between October 2005 and July 2006, monthly passes were down 20% but revenue was up 5%. A cap of 50% discount has been placed on the passes. Amtrak insists it is not in the commuter business.

On September 5 there was a false alarm about a suspicious package, which affected train 92 at Jacksonville, FL.

On September 3, a rider died on the *California Zephyr*; the body traveled 1000 miles to Chicago. It appears he and his daughter boarded in Glenwood Springs, CO; she did not report the death because she said she couldn't afford to pay to have the body shipped. But it does appear the deceased had made statements that he wanted to die riding the rails.

On September 10, an empty fuel barge on the Connecticut River hit the NEC bridge at Old Lyme, CT. The NEC was shut down for two hours to access damage; it was determined there was no damage to the structure.

Beech Grove, IN seeks to beautify its location. It appears the Amtrak yard with idle rail cars is considered by some to be a blighting influence. \$2.2 million will be spent to revitalize the area.

Private rail cars may be hooked on the end of Amtrak trains, or even hauled on freight lines, where they provide a leisurely service. There are some 130-140 privately-owned cars certified for Amtrak, and provide a "casual elegance" along with travel, history, romance, and even intrigue. The charge is roughly \$5-8,000 to carry a car.

The 2006 AARPRCO convention utilized CSX to Albany, D&H to Rouses Point, NECR to St. Albans and Palmer, CSX to Rensselaer, D&H to Scranton and back to Albany, then west.

NS and the states of Ohio, West Virginia, and Virginia have joined to create a Heartland Corridor to allow double stack clearance from Hampton Roads, VA to Columbus, OH. Tunnel clearances will be raised and obstacles removed in this \$95 million project.

NYC area projects

Once again the proposed Moynihan Station was denied approval by the Public Authorities Control Board. Both NYS Assembly Speaker Sheldon Silver and NYS Comptroller Alan Hevesi object to the "grandiose" proposal.

It has been alleged by some that the current Pataki Administration is seeking to push through projects for its legacy. Meanwhile, the disposition of the West Side yards may have been resolved. It had been proposed that the site be sold for \$500 million to NYC, which would then build a platform for commercial business and apartments, and sell the site to raise money for the #7 subway extension. However, an independent appraisal valued the site at \$1.5 billion. A compromise seems to have been reached to have NYC rezone the property; the City and MTA would then seek to sell off the development rights, with the city committed to build the #7 extension for \$2 billion. However, overruns (as on most projects) must be considered. Also, the MTA may be facing deficits in the future, and must assure funding to major projects such as the Second Avenue Subway and LIRR Access to GCT.

The 2004 Port Authority airport lease seeks to provide improvements to areas around the Queens airports, \$100 million over five years. The first phase will be \$39.5 million to improve access to the Jamaica Air Train station. Ridership on the AirTrain has been up; about 14% of JFK patrons use it.

Metro-North Railroad

I have given several recent reports on new rolling stock for M-NR. In addition, seven diesels used for west of Hudson service are being overhauled over the 2005-07 period.

The initial New Haven repair shop should be in use by the end of 2006, while Phase 1 of the DC power traction upgrade (Hudson and Harlem lines) is being completed; that will ensure power to meet needs through 2020.

Since my last report in January, the NH line catenary replacement has continued. The sector from the NY state line to Stamford has been completed, while the Stamford to Norwalk section should be done by the start of 2009. The large Norwalk-Stratford section will be done in three phases from 2007 to 2014, and will include major rehab of the Walk and Saga movable bridges. The Stratford to New Haven section should be completed in 2006. The Shell Interlocking at New Rochelle will have track swings completed by September 2007.

West of Hudson: Major rehab on the Woodbury and Moodna viaducts will commence in early 2008. CWR and tie replacement is underway, and ATC should be installed by the end of 2007. PTS (Positive Train Stop) will be installed by 2008.

July O-T% was 96.6 (95.2 west of Hudson) and in August, 98.2 (95.1 west of Hudson). July ridership was up 3.8%.

Connecticut had a \$2.3 billion trans-

portation bill signed August 25 on an M-NR train. This piggybacks on the \$1.3 billion bill of last year. Major expenditures will be Shoreline East (coaches rehabbed and new equipment); \$60 million for parking and stations; \$25 million to rehab cars; and \$45 million for branch line improvements, plus the \$146 million to start the New Haven-Hartford-Springfield commuter service reported in September. New stations will be built at Orange and West Haven, while there will be a rail link to improve freight service to the Port of New Haven.

New Jersey Transit

New Jersey is proposing to purchase the NEC between NYC and Trenton, a distance of 55 miles. There have been continuing problems with stoppages.

NJT and Amtrak will continue their contract for six more years (NJT has been operating commuter service since 1983.) NJT will pay \$34.4 million annually for the next three years, and then negotiate based on service levels.

July O-T% was 94.5, and August was 95.1.

Long Island Rail Road

On September 12 an empty M-U train derailed rear wheels on the head car entering the West Side Yards, but there was no effect on service. July O-T% was 91.2, with several incidents noted last issue; in August, it was 92.7.

The problem on August 28 on train 658 was attributed to a flashed cable.

Ridership was up 1.6% in June and 3.5% in July.

The *Daily News* highlighted poor social manners by LIRR patrons. Not only are there loud cellular phone users, littering, and feet on seats, but also uncouth behavior, such as flossing and vomiting.

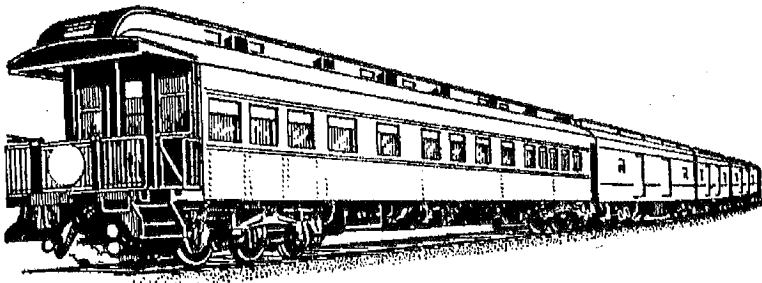
New York City subways

There was a rumor that there would be service cuts to save \$20 million. However, MTA Chairman Peter Kalikow said there would be no service cuts or fare increases, at least through 2007. The budget will be discussed in October, with approval in December. However, it appears in 2008 there will be a ballooning debt that could force fare increases.

Bruce R. Koball has been recording underground subway sounds that will be incorporated into a Lionel model. He is seeking to preserve sonic details of the underground.

Crime in the subways has been down 18.6%, attributed to surveillance cameras, undercover cops, and sting operations. 40 stations now have CCTV, with 40 more in the pipeline.

continued on page 44



Open Platform Observations

by Steve Wagner

CXXXV: Bass-ackwards?

The April 1949 Model Railroader had an article on "Helper Service", including the following advice to model railroaders:

"There are a dozen ways that you can inject this helper into your mountain or hilly operations. You can follow the Delaware & Hudson example. Couple the helper on tender first behind the caboose (or in front of it, if its 'wooden' construction might give way, as they have in prototype more than once) and start out of the yards and up the hill. At the top you just uncouple. Your helper can get back as fast as it can roll because it's heading in the right way and not apt to lift a tender truck off the rails on a curve."

I think I may have seen at least one photo of a D&H steamer in helper service running backwards. But that surely isn't the only way our favorite railroad ran helpers, and it may not have been the usual way either. None of the dozens of photos of helpers in "D&H Steam in Color" shows an engine running backwards. And there was a wye at the top of Ararat grade – the steepest on the line – used for turning locomotives so that they could run forwards to the bottom of the hill.

Charlie Ricci says there is no mechanical reason why steam locos couldn't run as fast backwards as forward, but we both think that reduced visibility from the cab would make running backwards at speed for considerable distances a safety problem.

Do any of our members or readers who remember the steam era specify how much backwards running D&H helpers did then?

The mail did go through

In reviewing the Fall issue of *Classic Trains*, mostly devoted to railway mail service, in the October *Bulletin* I asked whether the Delaware & Hudson carried the mail from Albany to Montreal and back as well as to and from Binghamton. Bill Larkin has e-mailed me the answer: the D&H did indeed carry RPO and other mail cars between Albany and Montreal.

Bill recalls putting an envelope addressed to himself into the mail slot of an RPO car at South Junction (a little south of Plattsburgh), near his family's lake-front

cabin, in the late 1940's. When he returned to his home near Albany the next day, the envelope was waiting for him, having taken less than eighteen hours to get there.

Warren Martin wrote me this: "My father was a Railway Express

driver working out of the Cohoes depot until that office was moved to South Troy. In the late 1940's he would mail me letters by putting them on the train's RPO. They would be postmarked 'RPO, Rouses Point'."

Thanks to Bill and Warren!

[See also the *Jim Shaughnessy* photo in this issue, of a postmaster about to load the mail aboard Train #6, the Rouses Point to Albany local...JB]

"Try to remember..."

...the kind of September" is the beginning of the most memorable song from "The Fantasticks". For present purposes I'll complete it with "that started with a nice vacation", because taking the first Friday of the month off from work allowed my wife (Barbara) and me to enjoy our longest vacation of the summer: four days.

Barb's desire to see and hear Dave Brubeck and his quartet at Tanglewood the evening before Labor Day, and memories of two earlier pleasant stays at The Porches in North Adams, had led her to buy tickets for the former and make reservations for the latter months before. Our schedule was relaxed and uncrowded enough that I was able to do a bit of railfanning, too.

When we reached Gardner on our drive west along Mass. Route 2 on Friday, I was, as always, alert for anything interesting on the parallel ex-Boston & Maine Fitchburg Route mainline. I saw a couple of Guilford locos and asked Barb to get off at the second Gardner exit so we could double back on a city street for a closer look. They turned out to be Maine Central ex-CN GP40-2W #505 and ex-Conrail GP40 #301 (both in Guilford Rail System livery) idling, not coupled to any train.

A bit later, Barb visited a cutlery and kitchen gadget store attached to a knife factory at Shelburne Falls that dates back to the mid-1800's. While she did that, I went up the road to the local trolley museum, only to find it closed. (It's open weekends and holidays from May through October, plus many Mondays in the summer.)

Saturday, September 2

The main activity for the day was visit-

ing three art museums. Shortly after reaching Williamstown (the northwesternmost town in the commonwealth), Barb said she wanted to shop at a natural food store. I proposed dropped her off and drove over to see the new overpass over the ex-B&M main by the former passenger station. I satisfied myself that the stone passenger depot and the glorious old Thomas Mahone coal yard (for which the N Scale Architect makes kits in HO as well as N) are still standing. As usual, I especially liked the Clark Art Institute, except that this time it was about as crowded as New York City's Grand Central Station at rush hour.

My wife very much wanted to get me some new blue jeans, and she was sure there was a jeans store in Manchester, VT, so we proceeded to drive north to there. It turned out that the Levi's place had closed, but Barb was able to find no less than three garments for herself in a store that sounded to me like a place that would sell waders and other gear to fly fishermen: Coldwater Creek. That's three out of at least eight or ten she considered in a lady's fitting room; I served as a human clothes rack for a considerable period.

That, perhaps, was delayed payment for a treat: while driving into Manchester, I saw a 60 ft. TBOX boxcar, the first I'd seen in more than a year, at a building supply place. (Evidently the TBOX cars carry lumber or plywood, while the 50 ft., single-door FBOX cars, which I frequently see at Ayer, MA, in trains to and from Maine, carry paper.)

Sunday, September 3 (part one)

Since we wanted to be at Tanglewood by 6 pm for a light supper during a jazz performance (more or less an appetizer for the Brubeck concert), I planned to drive "South County" fairly early in the day.

Before leaving North Adams, we saw an empty coal train heading west past the Western Gateway Heritage Museum (in the old B&M freight house). It was powered by Norfolk Southern EMD SD70 #2511 and NS GE C40-9W (with Operation Life-saver graphics) and MEC ex-NS GP40 #374 (with a high short hood). Barb's comment was "Why do you take down the engine numbers?" I lost count of the cars and said we could leave without watching the whole train. (Later I explained to her that once I had the locos' numbers I could find out what types they were by consulting lists on the Internet.)

In Zylonite (the northernmost part of Adams along Mass. Route 8, as opposed to North Adams), I saw tank cars on the east side of the highway at an industry I've never been able to identify, and then a Center Flow covered hopper and a Pressure-Differential Center Flow at Specialty Minerals on the west side of the road. A

minute or so later I asked Barb to turn into the driveway leading to the former Boston & Albany passenger station, which has been nicely refurbished by a local business. I was surprised to see about four Funnel Flow tank cars (about the size of the usual kaolin and calcium carbonate tank cars) with the Special Minerals name on them; one was UTLX 300134.

Some sloppy navigational errors by me north and east of Pittsfield had the happy result of bringing us next to the CSX yard in that city. As we arrived, a westbound freight led by two mostly gray units and one bigger one in the more recent dark blue, was moving along at a good clip. The most notable car I saw was a long flat carrying four cement mixer trucks that didn't look new.

Sunday, September 3 (part two)

Inspired by the Reverend Walter F. Smith's account of riding a Berkshire Scenic Railway Museum train, printed in the most recent issue, I planned to do something similar. Not the same, mind you; I knew my wife wouldn't ride along with me, as she would have had trouble boarding the train from low level platforms, even with the use of a Pullman step stool. I also doubted that she would have tolerated my taking the 90-minute trip to Stockbridge and back. I got her okay to ride the 45-minute trip to Lee and back, and I gave her maps I'd carefully annotated to enable her easily to get to "downtown" Lenox and its art galleries.

I'll add just a little to Walter's account. The line's SW8 is an old New York Central switcher. Its paint job really looks snappy; one of the crew told me it had been painted in the fall of 2005. Until I got within about eight feet of the engine I thought the dark green parts were black. (Its trucks and underbody truly are black.) The exhibit in the old B&O heavyweight combine mostly deals with the rich people who summered in the Berkshires and the "cottages" where they stayed, although there is an attempt to give visitors a sense of what the railroad journey to Lenox was like. Ex-New Haven NE-5 caboose C-591 is open to visitors, who are even allowed to climb into its cupola.

Portions of the ride along the Housatonic River really are scenic: I saw a heron flying downstream on the southbound ride, and an egret standing in the water as we are going south and coming back north. I think the sight of greatest interest to railfans was a side track that goes up an extremely steep grade to reach spurs at an active paper mill in Lee; I remembered it from trips years ago when we camped at the nearby October Mountain State Forest. I'd love to see a locomotive switching that mill!

I agree with Walter that the head conductor talks too much. He made the same statement about the Housatonic Railroad's freight service northbound as he had southbound. Some of what he said was interesting, however; for instance, the speed limits for the train were 15 mph southbound and 25 mph northbound. (I should have asked him why, since the train runs on the same single track both ways.)

I would have liked to have lunch at Sullivan's Station, located in the old passenger station at Lee, but I knew Barb had been unimpressed when we'd considered it a year or two ago. Both of us would recommend very highly the Greek restaurant in Great Barrington where we ate, the Aegean Breeze; their galaktobouriko (custard with a little phyllo pastry and syrup) was the best we'd ever had.

After lunch we visited the Berkshire Botanic Gardens in West Stockbridge, and then I suggested we drive just over the town line into New York State, which we did. I was a bit surprised that the town on the other side was neither Austerlitz nor New Lebanon (which I recalled from signs on the Thruway's Berkshire Extension), but Canaan. As we started back, we saw part of a CSX freight hurrying east (though not its power). My wife's attention was drawn to rather shiny blue boxes stacked two high; I told her they were probably trash containers.

The Brubeck concert was a lot of fun.

Monday, September 4

On our way home we stopped for even longer than usual at Shelburne Falls, and I got a very short ride on car #10 of the Shelburne Falls and Colrain Street Railway at the trolley museum. I remarked to one of the two-man crew that I didn't hear the usual air compressor sounds from under the car. He replied that the only brakes they had were hand brakes, admitting that if the museum gets permission to extend its track along the road into the village, air brakes would be required. We also got a very good lunch at the Bridge Street Cafe; I plan to return there for brunch on my way to the BLHS banquet October 21.

We made a very brief stop at the west end of East Deerfield Yard, but there were no engines close enough for me to read their numbers. I noticed freight cars moving west as we drove east through Erving; unfortunately, I didn't know of any easily reachable location to the west where we could watch the whole train.

We took the "scenic route" through Gardner about 5:38 p.m., and I was rewarded with the sight of two MEC GP40's in GRS livery, the 309, 379 (high short hood, flag on side of cab) and 315, at the head of a train. No crew members were visible, and we hastened homeward.

Thursday, September 7

At West Acton about 5:15 pm, B&M 335 and MEC 321, both ex-Conrail GP40's in Guilford Rail System livery, hurried westbound, running light. I guessed they might have switched Newlyweds Foods on what's left of the Watertown branch a little earlier. Postings on the Guilford / Pan-Am Railways forum at railroad.net confirmed this: earlier that day the locos had brought five loaded cars to Newlyweds and had taken two empties away. I'm still a bit puzzled as to where they left the empties.

Wednesday, September 20

A posting on the same forum that stated that five cars, including "white NS box-cars", had been left on the beginning of the Watertown branch September 19, prompted me to look at that spot the next day. Five covered hoppers (three Airslides, at least two of them with NS graphics, and two Center Flows, probably pressure-differential cars) were there both morning and evening. They were gone the next day.

The D&H at the MFA

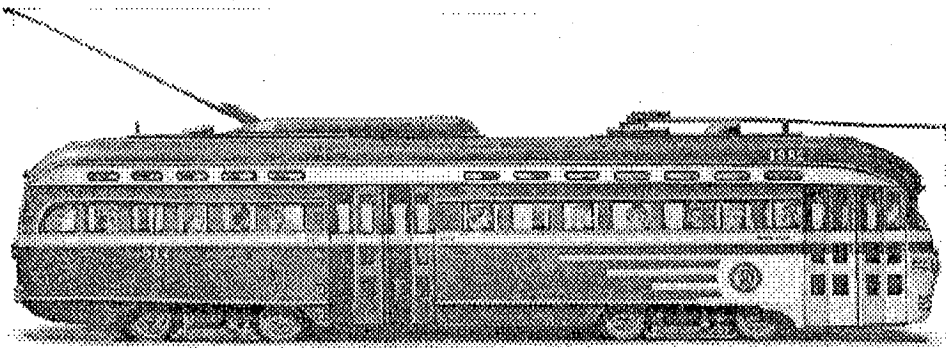
My wife and I went to see "Americans in Paris, 1860-1900" on the last day the exhibition was on view at Boston's Museum of Fine Arts. In the last room I noticed a fairly large landscape painting entitled, "Port Ben, Delaware & Hudson Canal, 1893". The artist was Theodore Robinson, 1852-1996. The caption noted, "the canal had become obsolete in the age of the railroad. It was a favorite place for Robinson and his students to practice painting out of doors." The work is owned by the Pennsylvania Academy of the Fine Arts, in Philadelphia.

I wonder whether the late Manville B. Wakefield was aware of the paintings Robinson and his students made of the canal. Wakefield was an artist, an art teacher, a model railroader, and the author of "Coal Boats to Tidewater", an excellent history of the D&H Canal, for which he created a painting for the dust cover and beautiful maps and drawings that bring the book to life.

The PRR at the MFA

The many paintings by Mary Cassatt in the special exhibition included a portrait of her brother Alexander with one of his children. Alexander Cassatt was one of the great presidents of the Pennsylvania Railroad, from 1899 to 1906. He oversaw the planning for and the beginning of the construction of Pennsylvania Station in New York City, and the tunnels under the Hudson and East Rivers that made it possible; he didn't live long enough to see the station's completion.

continued on page 39



Traction Action

by *Dick Silber*

NYCT launches podcast service

In mid-June, New York City Transit (NYCT) launched TransitTrax, a podcast service that enables the agency to reach out to customers using digital handheld devices such as MP3 players. With the new service, transit customers are able to download and listen to advisories, news and feature stories. The podcasts are being updated weekly with information about security and transit routes undergoing construction.

"In this digital age, podcasting is becoming an increasingly convenient way to listen to news and other information when and where you want to hear it", said MTA NYCT President Lawrence G. Reuter.

Podcasting is a way to share multimedia files such as news bulletins, music videos and in TransitTrax's case, information and stories. The Internet is the primary place to hear the podcasts, but to store them for future use, users will need downloadable devices such as an MP3 player or iPod.

Once the communications department creates the audio files for the shows, they are converted into XML and MP3 files using special software. The files are then uploaded to the Web server where subscribers and listeners can visit website mta.info, click on MTA "Launches Podcasts" and view all of the show options. These radio-style broadcasts can be played from an iPod, MP3 player or computer.

Following the New York Police Department's podcasting lead last fall, NYCT developed various issues for customers to listen to at their leisure. The change of the MTA Website in June prompted the initiation of the podcasting service that went live on June 12. For now, the site will be updated weekly with two new podcasts. Since the beginning of the TransitTrax program, the site has had more than 1,400 visitors per week.

"The MTA website is the go-to destination for our customers who want to learn more about our transit system", said Paul Fleuranges, NYCT's vice president of corporate communications. TransitTrax's podcasts will cover both train and bus topics, but the content will focus more on

trains at the moment, explains Fleuranges. "Over time, we will be doing more on buses", he adds.

One of the agency's podcast-capable stories is Weekend Advisories, which offers riders diversion updates to help them avoid detours and make their commute easier. "We're in a digital age", said Fleuranges, "and we're trying to find another way to communicate with our customers". Fliers and handouts are still information providers for riders, but with TransitTrax's new podcaster capabilities, customers can tune in when they want to.

The most popular downloadable story varies from week-to-week but recently it has been the Battery Park Wall story, said Sohaib Mallick, senior director of Internet technologies and information services. The story recounts the MTA South Ferry Station replacement project, which turned into an archaeological excavation once workers hit an old New York City wall. This specific podcast highlights the digging near the wall thought to be 17th and 18th century gun batteries, many of which were built for protection during warfare.

Other items of interest on the Website include stories discussing the issue of sick passengers. This particular show highlights how sick passengers can affect scheduling. According to the show, in 2005 there were 911 sick customer incidents. Sick passenger occurrences caused 3,861 delayed trains last year alone, making them the fifth-leading cause for delays that year.

Another program titled Lost and Found has a story about a pair of prosthetic legs left behind more than 10 years ago. They are still waiting to be claimed by their owner.

Metro magazine

FRA study reaffirms safety of push-pull rail service

A federal study of rail accidents found that trains being pushed have virtually no greater likelihood of derailing after a high-way-rail grade crossing collision than those with a locomotive in the lead, announced Joseph H. Boardman, administrator of the Federal Railroad Administration (FRA). The study, released in late June, reaffirms

the conclusions of a previous report issued in July 2005 by the FRA that reviewed the safety of push-pull operations.

The new analysis of grade crossing accidents found that from 1996 to 2005, only three push trains derailed out of 218 collisions and two pull trains derailed out of 290 collisions. The difference in the rate of derailment between push and pull modes is a statistically insignificant 0.69 percentage points, Boardman noted.

The report also determined that 27 fatalities occurred in push trains and 22 happened in pull trains during this same period. "The severity of an accident like Glendale [Calif.] is more likely to be influenced by chance than whether the train is being pushed or pulled", Boardman said of the January 2005 crash involving two Metrolink trains and an auto.

To read the full FRA report, go to fra.dot.gov/downloads/.

Metro magazine

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Open Platform" from page 38

Art coming to New York City

The next stop for "Americans in Paris" on tour is the Metropolitan Museum of Art on Central Park West. I remember how happy I was, when I first visited that institution about fifty years ago, to see a landscape painting that showed part of Lake George.

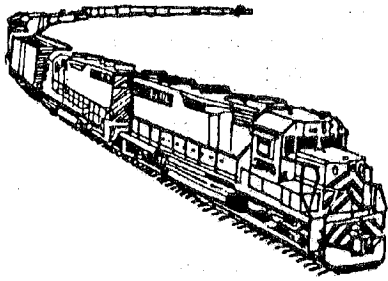
Glorifying graffiti at the MFA?

Rev. Walter Smith e-mailed me a statement expressing his outrage that Wal-Mart is selling toy railroad cars with simulated graffiti on them.

I have another potential target for a similar protest: an outside wall at the north end of Boston's Museum of Fine Arts has a mural done in a style so reminiscent of graffiti that I'm afraid it might tend to make that kind of vandalism respectable. That's a truly bad tendency, I think, and the very visible presence of that particular work of "art", like the production and sale of the toys Walter brought to my attention, appears to be the product of utterly irresponsible decision-making by some higher-up(s) who ought to know better.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Local Wayfreight

*A mixed freight of rail items
by Bill Kozel*

Mad Dog back on the leash

My good wife was finally able to clip the lock on my leash, so I am back in the kennel after several trackcar runs in Canada. I am now taking a vacation to recover from the vacations.

The first trackcar trip was from Searsport, Maine to Millinocket with BLHS member **Bill O'Connell**. Next came a three day run with my good wife over the Ontario Northland from Cochrane to Moosonee on James Bay. After that came two days covering the entire Kawartha Lakes Railroad (CP Rail) out of Peterborough, Ontario. As a finale, I spent nine days in Quebec, starting from Riviere-du-Loup on the Saint Lawrence River to Matapedia, and on to the end of track at Gaspé. These are all two-way trips, where we either turn our trackcars or use a wye to reverse direction just in case you wondered how I get back to my vehicle and trailer.

Every time I leave home, I return to changes on the railroad. My mother says I should stay home, where it is safe.

SCR had been abolished, as well as all the other yard jobs except for Saratoga day shift. Locals will run as needed as extras.

Montreal, Maine & Atlantic

The MM&A, formerly Bangor & Aroostook, was a two-day 210-mile round-trip through some beautiful Maine countryside, and was a special delight to **Bill O'Connell**, who claims the B&A as his favorite railroad. Bill already knew several of the railroad personnel, and was a direct benefitter from inside information. Trainmaster Danny Milton was our railroad guide, who shepherded us over his trackage.

On my last run in Maine on the Mountain Division, I broke a clutch rod on my trackcar, and ran my standard shift transmission trackcar without use of the clutch. I can now dip into my tranny oil reservoir anytime for hamburger, as I ground at least 5 pounds off the gears trying to find a sweet spot for shifting. Fortunately, I did not break a tooth, as replacement gears are apparently nonexistent.

At milepost 13.3, Mosquito Mountain, eagle-eye Bill spotted the shield as we sped

past a gravel loading siding. There were two bay yellow D&H hoppers with MM&A numbers obscuring the original D&H numbers, but the D&H logo is very apparent. The MM&A numbers Bill was able to glean were 350, 364, 367, 365, 351, plus three more which were unreadable because of the curvature of the siding.

Passing milepost 29.4, Bill once again surprised me with another string of 2-bay D&H hoppers, which he spotted at a Maine Salt factory siding, where most of the cars were hidden behind a string of boxcars. He was able to see MM&A cars 356 and possibly 359, 352, 358 and 357, but it was very difficult to read the numbers between the boxcars as we rolled by at 15 mph. Unfortunately, we could not stop, as the rest of the group would not appreciate our "Search for the shield".

At Northern Maine Junction, we stopped for a break at the yard office, where Bill walked me up to the dispatcher's control room, with which he was already familiar. Returning to the group, we saw Guilford engines 335, 312 and 333 (it was Sunday, August 27). I was particularly interested in the two standing cement coal towers in the yard, one of which was a cylindrical shaped model built by Roberts and Schaefer of Chicago, IL. These towers had an unusual apparatus mounted on the roof, which I believe may have been used to lift the coal. Bill believes that both towers at Northern Maine Junction belonged to the B&A, since the MEC was just an interchange at that location.

We also saw and photographed our first PanAm boxcar (#320) up close and personal. In the yard next to the former station stood a very odd small structure that looked like the end of a huge wood barrel, with a Northern Maine Junction sign on top. We were told this was used for access to other tracks by passengers boarding or changing trains, so as not to necessitate crossing the track. The structure contained a stairway leading down under the tracks with another outlet allowing access to another station platform.

At South LaGrange, we inspected a chip transloading loading site and another coaling tower, located near the Derby shops, which we toured. I was surprised to see a round end steel observation car, #107, lettered for the B&A (blue livery with a yellow stripe), as well as a former DL&W heavyweight observation car. The turntable is apparently still in working order, and another surprise was a string of former Amtrak engines that had been stripped of their engines. The only unit I could make out for certain was #339, as I was unable to inspect the engines any closer due to time constraints. Most folks went inside for the shop tour, but I covered as much outside as possible in the time

allotted. The shops area utilizes an outdoor transfer table.

We had a neat riverside break at Brownsville Junction. The scenery was most enjoyable, with numerous bridges and lakes, but alas, no moose. Mount Katahdin came into view on several occasions and was an unexpected visual treat. We pulled into Millinocket with plenty of daylight left as a southbound was arriving with a trio of BNSF green, white and black units, with #5017 as the lead dog. The trailing unit was oddball B&A #22, painted in orange, black and gray with white stripes. There was another cement coaling tower, an engine house, and another working turntable, which we used to turn all of our trackcars, a rare experience. Another rare treat was an aged gentleman that apparently lived adjacent to the turntable; he came out to see the happenings. He was a comical sight as he ambled to trackside with his cane, dressed only in his robe.

On our return run we saw a colorful northbound in Millinocket, with MM&A #3614 painted red, green and white, while the second unit, MM&A #3603, was painted yellow and blue. The traffic runs to and from Montreal via Brownsville Junction.

A few years ago, I rode the trackcar from Millinocket to Fort Kent, and when combined, the video will make a great 2-hour tape, covering a majority of the railroad's main line. Next year, plans are in the works to run most of the branches, but I am pushing hard for all the extremities, especially Fort Kent to St. Leonard.

Back at Northern Maine Junction, we watched Guilford nos. 333, 212 and 335 shifting cars in the yard, while MM&A #8522, sporting a painted Band-aid™ referring to previous damage, sat idle in the yard.

80-pound floating rail

Next run was on the Ontario Northland, where they use 80-pound rail, which I am told "floats" on the muskeg (bog-like terrain). Heavier rail was tried, but cracked from the flexing. It was determined that the 80-pound rail has greater flexibility, allowing for the vagaries of the unstable muskeg.

We stayed in the railroad's combination hotel and station in Cochrane, Ontario. I have stayed in this hotel several times, and been through Cochrane numerous times on a variety of trackcar trips. I was happy to draw a roadside room rather than a trackside room, as I need all the undisturbed sleep I can get the night before a run. While not in the league of running a locomotive and train, the trackcar still requires a considerable awareness and sharp running skills to avoid looming disasters that are ever-present.

The trackcar organization has developed a point system, like that of the railroad industry, where even small infractions bring unwanted points, sometimes even if the operator is not at fault. Accumulating points that can add up quickly will get a year of suspension or more. For me, that would be devastating, as I need to ride so that I can alleviate the symptoms of my uncommon disease, "railitus". Railitus is an affliction that can only be relieved for temporary periods by feeding the disease (driving or riding the rails). Should I be forced to relinquish my driving privilege, I am sure I would quickly revert to junkyard dog status, and none of us wants that. [Amen to that...JB]

My good wife had some unexpected surgery, and she was unable to ride in the trackcar because of its rough riding characteristics, exacerbated by the rail conditions on the muskeg over the line to Moosonee. Instead, she rode the passenger train to Moosonee, arriving well ahead of our trackcar group.

Moosonee, my Moosonee...

Moosonee, located at the mouth of the Moose River on the southern end of James Bay, is about 186 miles north of Cochrane. James Bay is actually the lower segment of Hudson Bay. Moosonee and Moose Factory Island benefit from their promoting polar bears, but in reality the white menace is almost never seen that far south. That minor fact doesn't stop the illusion that you will see bears, and I am certain many people are suckered by the ads containing polar bears, and subsequently greatly disappointed. Churchill, much farther north on Hudson Bay, is known as the polar bear capitol of the world, with well-founded justification, but even with that distinction, you still will only see the bears at specific times of the year. Churchill has the distinction of having the only polar bear jail, where the bears are held for up to two weeks with only water, then literally run out of town via helicopter. Every year someone is seriously mauled or killed by the white menace, and the townspeople do not think the bears are cute in any way.

The run to Moosonee is not exactly a premier trackcar ride, and most folks felt it was a one-time trip not worth repeating. Being an oddball myself, I looked forward to the opportunity to return to Moosonee, having been there back in 1993 with my home-built trackcar. At heart I am a man of the woods (or man of the bush, as they say in Canada), and I seriously enjoy the endless miles of wilderness. I don't see it as sameness; some say, "Oh look, there's another spruce tree...and another, and a million more...boring." That was the familiar mantra, with my sentiment being the rare exception.

I was able to videotape and photograph (still using Kodak slide film) several of the ONR trains, including the *Little Bear* mixed train and ONR's premier train, the *Polar Bear Express*, the name of which to me is a clear and definite deception. There was precious little to speak of scenery-wise, except for the fully automated Otter Falls Hydro Power station on the Abitibi River (milepost 93.5).

The Abitibi River system was important in early years as a means of transporting furs and logs. Logs were loaded onto the ice throughout the long winter months until ice break-up came in the spring; then the logs were flushed downriver to a pulp and paper mill in Iroquois Falls (milepost 44.4). This was discontinued in the mid 1970s.

During a lengthy break while waiting for a train to pass, I bushwhacked down to the dam site and shot some video. I found wolf and moose tracks in the woods, but we never saw any wildlife, other than birds. Unfortunately, the lead motorcars are the ones that usually see everything; any one running three cars back might see the south end of an animal making for the security of cover.

The road ends at Fraserdale, where six hydro stations are controlled. From this point north, the only transportation is by canoe or rail. The end of steel is at Moosonee, known as the gateway to the Arctic; it is actually 12 miles south of James Bay. Curiously, in 1803, Revillon Freres established a French fur trading company in Moosonee. This was set up across the river from Moose Factory, where the English Hudson's Bay Company had already been established since 1670; 1673 was the official beginning of fur trading at what was then called Moose Fort. Moose Factory was first visited by Henry Hudson in 1610 while he was searching for a Northwest Passage. Prince Rupert was assigned to the region as governor by King Charles II. In that era, a governor or overseer was known as a "factor", so that made Prince Rupert the "Moose Factor". My uncles up in Vermont used to honor Prince Rupert by drinking generous quantities of Rupert beer. In later years, the island became known as Moose Factory. The Revillon Freres venture was doomed to failure, but the company later evolved into Revlon Products, with which we are familiar today.

Cree info for you

The name Moosonee is derived from the Cree word for moose, moosoneek. Moose Factory began life as an English settlement, but now belongs to the Cree First Nation.

We were able to secure a prearranged bus tour with a local narrator, which is

always interesting, and the local Cree women opened up their shop in the museum for us despite the tourist season ending prior to our arrival.

I gained an important tidbit of knowledge from an Indian at the museum. Have you ever heard the phrase, "Cold enough to freeze the balls off a brass monkey"? Did you ever wonder where that came from? You will be surprised to know that it does not mean what you might at first think. A brass monkey is what sits inside a binnacle on a sailing ship; the compass is known as a brass monkey. There are two steel balls (one for north and one for south) on the needle of the brass compass. The compass is made of brass to prevent any magnetic influence, but since there are metal fittings on a ship, they used two steel balls to overpower that influence. The steel balls were soldered onto a brass needle balance, and when frigid temperatures prevailed, the steel balls would often drop off because of the differences between the brass, solder, and steel; hence, when it became really cold, the steel balls would literally fall off the compass needle (brass monkey). Where else can you gain such knowledge except in the pages of the *Bulletin*?

At Moosonee, we were treated to home baked Indian bannock, but after having had the genuine article made by Colin Sinclair's wife Mona, up in Churchill, I could instantly tell that this bannock (bread) was made with cooking oil rather than caribou fat. Nothing in the world tastes as good as bread made with caribou lard, and it is better than the finest pastry; I am ruined by its flavor forever. Long time readers of my column may well remember my story concerning Colin Sinclair, the Cree Indian I became friends with in Churchill. Colin was named after his great, great grandfather, who was the number one (top) guide at Moosonee in the early days. Colin went off to a reservation to die a slow death with his native people. The last time I saw him, he had just had one leg amputated, and his toes on the other foot and some fingers were in the process of turning black from diabetes. There are precious few things I am certain of in this life, and one is that I will definitely see Colin again in Heaven.

Back on the road

The return trip to Cochrane went very well. My good wife rode in the high-rail truck to avoid the jarring ride in my trackcar, and had a most interesting trip with a man from Georgia. Cochrane has an unusual polar bear zoo, where you can actually swim with the bears, separated by glass. It may sound hokey, but it was neat to see the bears swimming and diving into the water when viewed from below water level. There is also a well-stocked museum of antiques to tour on the same location.

Kawartha Lakes Railroad

Our motel for this railroad was located in Peterborough, Ontario. The railroad is operated and owned by CP Rail, and during our two-day stay we ran the entire line from Toronto Yard (milepost 180) to mile 90.8, east of Havelock, with a run up to the mine at Blue Mountain on the 20-mile branch line of the Nepton Subdivision. The railroad was created in 1996 by CP Rail; some allege it was done to circumvent restrictive union rules. The railroad owns no equipment and none is lettered as Kawartha Lakes Railroad; all equipment is leased from CP Rail. The road crossings throughout Peterborough (milepost 118) are no-horn (silent) crossings, so trains sort of appear as if by magic and surprise. As a curiosity, Agincourt Yard (remember the Empress of Agincourt?) is located at milepost 181.6 on the Havelock Subdivision.

The Nepton Mines north of Havelock produce nepheline cyanite [*aka nepheline syenite, a very versatile stone...JB*] and crushed basalt. Most traffic runs at night, although I did see daytime shifting in the city. Canadian Pacific surveyed the area in 1881 and laid rails by 1882.

On the return run of the first day, the axle broke on my trackcar, which was stunning to me since I had taken great precautions to prevent such an occurrence from happening. Apparently, the axle already had a stress crack, which went undetected when I had it apart for maintenance and adjustments, and was an accident waiting to happen. The work I had done on the car caused a great deal of back pain, but I thought the discomfort was worth it vs. the possible axle problems I had seen others endure. I was towed back to Peterborough and rode with friends on the following day, although I had to practically fold myself up to squeeze into their trackcar. A friend had a brand new trackcar he wanted to let me use for the next day, but I was unwilling to use his machine, fearing even the slightest damage from normal usage. After the trip, I put an axle from my home-brew trackcar into the "real" one.

Matapedia & Gulf

The M&G is also known as CFG, or more formally Chemin de fer de la Matapedia et du Golfe. Since that's far too much a mouthful, I'll refer to the railroad in English as the M&G. Trackcars once again rolled on the M&G; the previous trips were under the name Chemin de fer Baie des Chaleurs. Every new operator changes the name to suit their taste, but it's always a mouthful.

Our trip began on September 16 for the 500-mile drive to Riviere-du-Loup on the scenic bank of the mighty St. Lawrence River. From this starting point, we rode

along the beautiful river farmland to Mont Joli (milepost 105.4 on the Mont Joli Sub, milepost 0.0 on the Matane Subdivision), where we took the Matane Sub into Matane (milepost 32.0); it was there that we spent the night. There are both a railroad ferry and a passenger/vehicle ferry at Matane, and they run to Baie-Comeau on the north shore of the river. Riviere-du-Loup to Mont Joli is welded rail, while the Matane Sub is all stick rail, and we turned our cars on the wye at Matane. Our group traveled over the system known as "Work 66" to the dispatcher.

My partner on this trip was a new operator, Jim Gallagher from Danville, PA. Jim, unfortunately, learned a few hard lessons that I am sure he would like to have avoided. We took the hole at 1035 hrs for a lengthy westbound freight at Isle Verte (milepost 172.6). There were only five people with cameras that came to the head end to photograph the train, but that is more than usual. If people follow me, I usually move farther away to avoid their clicking camera shutters, noisy footwork and subsequent yapping since they forget that a videocam is also a sound recorder. We would be departing the siding immediately after the trains passing, so I had to remain in close proximity of the trackcar so as to not hold up the group.

At the hotel in Matane, we were distressed that while the dining room in the hotel was operating, they would not be able to feed our group, since a bus tour was going to take first place. We all had to take a \$6 taxi to a local Chinese food joint; at least my return trip was a freebie in the railroad's high-railer. When our tour operator inquired of the hotel if their restaurant would be open during our stay, they neglected to mention that they would allow the bus tour group preference over our group of 36 people. Grrr!

The trip to the Chinese restaurant was in question from the moment we got into the cab. The driver knew not one word of English, and we did not know the word for Chinese. Sign language seemed to get the message through, but it was a total surprise to us when we were dropped off at a restaurant that seemed to be Italian. However, our friends were already there and the food was good.

Not so jolly

I had a near catastrophic accident on the morning of the 18th as we were running through Mont Joli. It had rained earlier in the morning and the rail had a patina of rust on it. A friend from Pennsylvania, traveling in front of me, had stopped for truck traffic at a crossing in town. I slowed to about 7 mph and shifted into low gear, but held the clutch in as it is easier to stop without fighting the power of

the little 18-hp engine. I applied brakes about a hundred feet from the rear of his trackcar and suddenly the brake lever went limp. I thought I might be sliding, so I instantly backed off the brakes and reapplied with less pressure. To my great dismay, I found the lever going full forward: No brakes!!! We hit the back of the trackcar stopped at the crossing. Fortunately, there was a gap between vehicles in the crossing, and his car shot ahead through the hole. Apparently, the operator had his clutch in and brakes off, since he was waiting for an opportunity to take the crossing.

My partner and I were wearing our seat belts, so we avoided any injury; unfortunately, most folks do not use seat belts. I got out of the trackcar and saw both men in the car I had struck were outside, walking around their car, so they appeared unhurt. I climbed under my car to see what went wrong, and discovered one of the two bolts holding my brake lever was missing. I had used bolts that were longer than necessary, and had Nylok™ nuts on them, so I assume the bolt just plain broke. It's funny how people will turn on you in a moment of crisis. I was asked a variety of questions like, "What - did you fall asleep?", "He slid on the wet rail", "The rails were greasy", etc. etc. To me, it would have made more sense to simply ask, "What happened?", instead of instantly making an assumption based on no information. Grrr!

The guy I hit asked if I needed anything, and said that we needed to clear for a train. I asked for a 3/8" bolt and had the brake lever restored in three minutes. Unfortunately, the engine would not start, as the ring gear for the starter had been forced off the flywheel by the impact, so I was unceremoniously put on the hook.

My partner Jim had learned an important lesson: railroads are a dangerous environment, and there can be a dire price to pay for riding on them. Had there been a 10-wheeler crossing at the wrong moment, I would have knocked the trackcar in front of me directly into the truck, and that would have been extremely serious. As it was, the driver of the trackcar I hit had gotten a nasty rap on his head when the impact forced his head back into a steel support bar for his roof. He had a headache, but refused any medical attention; that was fortunate for me, as the points are much higher if there is a possibility of personal injury. I worried all night about the possibility of a concussion, and it wasn't concern over my points accumulation. This guy was also a friend; my personal feeling is that if a friend is going to hit someone, I would rather have him hit my car than anyone else on the trip. Friends can settle things much better than the unknown factor.

So, I was towed into Mont Joli, where there is an engine facility, large yard, and the dispatcher's office. While we were waiting for the train to depart the yard, everyone under the sun inspected my trackcar. The vote was that it would be impossible to repair the car, and it would either be towed for the entire trip or set off somewhere and picked up on the return trip. I was in great distress and greatly humbled, but happy that no one was seriously injured. In my mind, the trip was finished and I considered calling it quits right there in the yard. The embarrassment of continuing was overwhelming, as the majority of the group believed I was at fault, not knowing the facts. My maintenance of the running gear on the trackcar is exceptional and I had checked every nut on the car before departing on this trip.

It would not have been fair to Jim, my passenger, to call the trip off, as he paid for half of the trip and would be seriously disappointed. Our original intention was that he would do some of the driving on the trip and gain experience. I explained to Jim that it was good that he was not driving, as he would have accumulated devastating points for a new operator.

I wandered around the yard in Mont Joli photographing the engines, and spotted what appeared to be either a woodchuck or a muskrat peeking over the railhead at me. He was under a string of grain hoppers and apparently feasting on a grain mop-up operation. When I approached him, he wandered along the rail, occasionally looking back at me to see if I was going to threaten him. This made for some great video close-ups, and brightened my outlook a bit. I also saw a string of QNS&L locomotives sitting in the yard at Mont Joli, which I had seen operating in Labrador a couple of years ago on a trackcar run up there. The unit numbers are 303, 308, 261, 304, 305, 306 and 259 in the order they were coupled. From what I gathered, the engines are waiting for a determination as to where they will be shipped, and as of now that was uncertain.

We stopped for lunch at a nearby restaurant, but my mind was too focused on taking the opportunity to work on my trackcar to think about the location or eating. I needed a pair of tin snips to cut away the damaged engine shroud to get at the starter ring gear; lacking that, I was told there was no way to get at that ring; in addition to the access problem, I was told that the gear was hopelessly broken off. Another guy said the gear was riveted onto the flywheel. I really dislike "can't do" attitudes. Perhaps this was brainwashing by my infantry company commander way back when, who insisted that when we salute an officer we always should say, "Sir, can do, Sir". All a person needs to do is tell me, "You can't

do that" and I will darn sure find a way, if there is any possible way.

All those negative words I met with polite smiles, since I knew that ring gears are usually just swedged in place under pressure. I dug out a screwdriver to use as a chisel, and hammered my way through the 1/16"-thick shroud. I then used a pair of Vise-grips and an adjustable wrench to shear the remaining metal, which is an old tin-knocker trick of the trade. With access to the ring gear, I felt its circumference and happily found no breaks in the ring. It apparently had been just pushed off the flywheel due to the contact with the other trackcar. I was able to slowly work the ring back into position a tiny bit at a time with the Vise-Grips. Within 20 minutes, I had the car up and running; Mission Impossible has been accomplished, and I didn't even have to resort to using duct tape. The naysayers quickly disappeared, but the railroad Assistant Supervisor Robert Potvin (pronounced Robear Poe-von) had stood by quietly, watching the entire scenario. He shook my hand and let me know that he thought highly of my patience with people and mechanical skill, and I really felt lots better after that compliment. We had many neat conversations during the trip, and I learned that he could enjoy a good joke, and that his name meant "no wine" in French; I shared that Kozel meant "goat" in Czechoslovakian, and obviously I live up to that name: stubborn.

The guys returning from lunch with full bellies were stunned that I was off the tow bar, but my rider had to rest his feet on a ton of tools and equipment as there was no time to neatly store everything I used in the repair work. At the next rest stop, I reorganized and finally had some lunch to satisfy my growling stomach. I needed the Pepto, which is always handy in my camera bag.

I discovered fellow BLHS member **Jerry Jozak** was also on the trip, and I was amazed at the coincidence. It was fun having him along on the trip, and after three days, I was actually able to remember his name after asking him nearly every time I saw him.

The accident really took the joy out of riding the rails, and I now found myself nearly overwhelmed with the fear of another crash. I relived the impact repeatedly in my mind, and flashbacks are worse than the actual accident. After a couple of days, I finally was able to start enjoying the trip. My perfect driving record of 22 years was now forever in the trash can of life; I had to accept it and move on. I found the women on the trip especially understanding and offering consolation. Most of the men understood that mechanical failure is something that can happen to any of us, but a few blockheads that do not know me boldly

stated that they never wanted me riding behind them on any trip. Those cruel tidbits slowly filtered down to me, adding to my difficulty in fighting off depression. The proud and the mighty do fall.

The remaining run to Matapedia was enjoyable, through the scattered rain showers and this did not diminish the beautiful scenery as we rolled along the Matapedia River, which is world renowned for its salmon fishing. It is 92.6 miles from Mont Joli to Matapedia, and adding another 32 miles from Matane made it a total of 124.6 miles for the day. I was anxious to get into my room at the Restigouch Motel, where I have stayed on numerous occasions. I hoped to beat the crowd by going through the secret back door route, but was stopped dead by our safety officer, who wanted a closer look at the bottom of my trackcar and had more questions for me. By the time I finished the interrogation, everyone had cleaned up and ordered their meals in the restaurant. I was the last person served, and the last one out of the dining hall.

My partner Jim still had energy left to see the two passenger trains come and go in Matapedia; they were reportedly using new equipment, but from the sounds of Jim's report, it was the same old passenger cars. Perhaps they acquired some new (to this railroad) cars from other railroads.

The Cascapedia Sub

The next day I was in better spirits as we began the day's run to Perce, on the Cascapedia Subdivision. The Cascapedia Sub ends at New Carlisle, milepost 98, where the Chandler Sub begins. Perce is 65.1 miles from New Carlisle, so we rode a total of 163.1 miles for the day along some of the best scenery that any railroad has to offer, since most of the route is right along the ocean shore.

Someday, before they rip up the rails, I want to ride their passenger train. We had a bus ride into town from the Perce station, about seven miles, and the battleship shaped rock (Rocher-Perce) fortress that is a famous tourist landmark was totally obscured by heavy fog over the ocean. Dinner for me was a seafood pie in a little French-speaking restaurant; it was indeed a treat.

The following morning I awoke early to see the pre-sunrise glow behind the giant rock fortress; it was indeed a spectacular sight. Our group returned to the trackcars for a day of running to Gaspé, 39.1 miles each way. We were able to walk a sand beach during one of our breaks. At lunch time in Gaspé, I worked on my trackcar rather than eat lunch.

The following morning was clear and bright, with an excellent sunrise behind the rock. We contracted with a tour operator

for a whale watch, but the boat was small and the waves choppy. When we sighted whales, I went for maximum magnification with the video camera; in the focusing process, I began to get motion sick. I had taken a natural ginger supplement specifically to avoid this problem, but it had little beneficial effect. From now on, I am packing Dramamine™ in my medicine kit. I couldn't wait for the boat ride to end, and it was cut short due to the waves and rain. I had to fake being OK and was thankful that I didn't blow lunch and embarrass myself even further. I went off by myself for the remainder of the day and forced myself to be a tourista, despite feeling as if I wanted to just curl up and sleep it off. I bought some gift items that are very special, since they were made by local craftsmen and women, and dropped them off at my hotel room, where I took a rare (for me) nap.

After a cup of stout coffee, I called the concierge (gal at the front desk) and inquired about the time for low tide. I was told flat out it would be impossible to walk out to the rock, which is possible at low tide, because it would not be possible until 9 p.m. I decided that the tide did not all of a sudden just rush out at 9, but would take a couple of hours to reach full ebb. So at 6:45, I ambled down to the ocean beach and discovered I could indeed walk out to the rock without getting my feet wet. My hunch paid off, and I had the entire small slip of rocky terrain all to myself. I took some video and waited until moonlight allowed me to return, without the aid of a flashlight. It was a neat experience to be alone out there.

The return run was unremarkable, with beautiful ocean alongside most of the route. We arrived just south of Matapedia at dark, where it was shockingly discovered that the lead high-rail (which I was riding right behind) had lost its right rear high-rail wheel assembly. About 12 miles before our arrival in Matapedia, I had seen a white-tailed deer run at the high-rail, which was towing two dead trackcars. It wanted to cross the tracks, but picked the wrong moment. The deer was fleet of foot and sharply turned back into the thick foliage, apparently unharmed. I thought it was possible that the deer struck the rear of the high-rail or the front of the trackcar in tow, but was uncertain. About 100 feet later, I saw another flash of something plowing into the trackside brush, but assumed it was yet another deer. I now believe this was the high-rail gear flying off the truck.

A later examination of the trackcars in tow showed signs of where the wheel assembly had smashed into the trackcar, damaging its front. The gear assembly was hopelessly lost, since I did not record the milepost but could only guess. Apparently,

the truck was stable as long as the driver did not make a reverse move. It took some odd moves, but he made it off the bridge over the Restigouche River and set-off across the bridge. I had to tow the two dead trackcars, which was quite a load for the little gal, but fortunately it wasn't a great distance. The remainder of the trip was uneventful and most enjoyable despite the rain, which the area desperately needed, as it had not rained previously for almost two full months.

Jim got another tip from me about how most vehicles will stop for you at a crossing (in this case it was a pickup truck), but an impatient driver would run around the stopped vehicle and surprise you as it ran alongside the stopped vehicle. I anticipated such a thing, and was prepared for it. Had I not remembered that potential problem, there surely would have been enough points to revoke my driving privileges in the trackcar club.

So ends yet another trackcar season with the distinct impression that railroading is dangerous business.

Colonie Diesel Shop, Nov. 1, 1983

Thanks to **Mike Bischak** again for another day in the life at the Colonie Diesel Shop.

- 7318 Engine repairs, defective blowers
- 502 "B" overhaul
- 7420 Defective turbo clutch
- 7409 Defective turbo clutch & ground relay
- 7619 Defective turbo clutch
- 415 Defective turbo & L3 cam bearing
- 2310 R3 & R6 Power assys. defective
- 762 Oil from stack
- 5013 Right foot steps damaged
- 5008 Trips overspeed in crank
- 453 Right rear equalizer bent
- 7606 Oil leaks (out at end of day, in-service)
- 410 L1 suspect, bearing scored
- 456 Oil from stack
- MEC 231 Add air comp. oil
- Assignments:
- 5015 and 5010: Pusher (1115)
- B&M 312-309-310: POPY (1400)
- 4099: Yard
- 5014: SC-30

Rest easy, your mad dog is awake

You are all safe now. Mad Dog Bill is back on the leash in the kennel.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Metro Monograph" from page 36

Up north

CN's Algoma Central received a \$2.1 million grant for continuing operations of passenger service to isolated communities between Sault Ste. Marie and Hearst, ON. This is considered a lifeline.

The CASO station in St. Thomas, ON will be upgraded and become the heart of St. Thomas Square.

TH&B GP7 #72, one of the first GP7's built by GMD, is now CPR 1682. 56 years later, it's still working in Sudbury, ON.

The CN bridge at Niagara Falls needs emergency upgrades, and CN wanted Amtrak and Via Rail to contribute \$2-3 million. But the carriers have refused, and now a bus substitutes when crossing the border.

Industrial Rail Services has 27 RDC's stored at Moncton, NB. They could be refurbished for sale.

Canadian rail safety

CP unions are concerned about unsafe track conditions nationwide.

The June 29 accident in BC where a loaded lumber car derailed and plunged down a cliff with an engine appears to have been caused by faulty brakes. A brave conductor was applying the hand brakes when the runaway car derailed on a sharp curve, carrying the conductor and engineer to their deaths. Another crewmember was saved.

The July 14 accident in Toronto was on CN's Oakdale Subdivision; seven of 129 cars derailed, blocking other freights as well as GO Transit. There were no injuries or dangerous carloads.

Overseas news

On September 22 a maglev train testing near Lathen, Germany crashed into a maintenance vehicle at 125 mph. 25 persons were believed killed, and it was the first reported deadly accident of a maglev. The unit does not run on wheels; at speed, it hovers above the track and moves by magnetic force. Thus it didn't derail or become thrown off the tracks.

The maglev was built by Transrapid International, a joint venture of Siemens and ThyssenKrupp. It appears it was a communications problem, and questions were raised as to why the maintenance truck was there. The only operating maglev line in commercial use is in China, between Shanghai and Pudong Airport. That line runs only eight miles, and had a problem with an overheated battery.

Grand Central tales

Between February 15 and October 29 there is a photo display at the NYCT Museum at Grand Central (Shuttle Passage) called, "Many Hands: Representation of Railroad Workers". There are classic shots by distinguished photographers such as Gordon Parks.

A subsequent show is "Rebuilding the Rails after 9-11", which runs from September 5 through December 5.

Last issue I wrote about a visit to M42, deep in the bowels of GCT, which contains a rotary converter as well as Track 61, which runs under the Waldorf Astoria Hotel. It appears the armored rail car (not the storied "Ferdinand Magellan") has not been opened; the site is sealed and under investigation by the Secret Service.

There is a connection between the two, however. On June 13, 1942, four German agents came ashore from a U-boat at Amagansett, LI and travelled to NYC, where they were to perform espionage and sabotage on the U.S. transportation system, including Newark Penn Station and other locations. Two sites were the M42 control center (which it was felt controlled train traffic along the [now Northeast] corridor), and Track 61, where FDR's private car was known to visit. As is well known, the plot failed when one of the conspirators ratted on the others.

Thanks!

Thanks this month to Marjorie Anders, Will Baird, Dan Brucker, Sam Zambuto, **Detroit Free Press**, **New York Times**, and **Poughkeepsie Journal**.

As always, if you have any questions and/or comments about this or any other item in the *Bulletin*, please contact either the Publications Office (2476 Whitehall Ct., Niskayuna NY 12309; editor@bridge-line.org) or myself (334 E. 116th St., New York City, NY 10029; rlowe@rbscc.org).

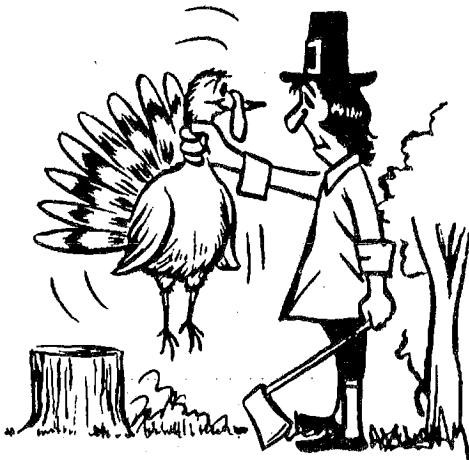
D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

"Disassembling the Planet" from page 26

While I was in a railyard office one day, a company bulletin scrolled across a screen, announcing that railroad police in Sacramento had at last arrested a graffiti vandal named Crooks.

(This is the second part of a multi-part article; reprinted from *The New Yorker*, October 3, 2005; from the collection of **Stewart Milstein**. To be continued next month.)

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



"Curmudgeon's Corner" from page 20

Then you have the higher sulfur dioxide emissions. That's a major problem, since the acid formed when SO2 combines with moisture in the air is a big contributor to "acid rain". To mitigate it, you can purchase NOx credits? So if you the businessman do a good job and keep your nitrogen/nitrous oxide emissions low, you can sell it? Wow, government at work. And yes, I know, emissions credit selling is a big business. Bad idea. Do your job, do it right, and it's good business for everyone.

And then this guy wants government subsidies for biodiesel. I guess the logic is that, since you wildly subsidize the corn growers and refiners for making ethanol, why not throw even more taxpayer money at the soybean growers? What the hell, we even more wildly subsidize sugar cane growers by drastically limiting imports, which is why that bag of sugar costs so much. You wondered why soft drink makers use corn sugar? It's cheaper to use corn sugar because the government drove up the price of cane sugar. The world is awash in cane sugar, but here in the U.S. your Pepsi and Coke are forced to use corn sugar because the government has fouled up the sugar cane market. Subsidies...bah!

And then the kicker. Only *producers* of the biodiesel compound would be eligible for the tax credits, and railroads would have to produce their own BD? Man, I can see it now. Refineries that are already in tight supply would be converted by a railroad to produce biodiesel. Thus, even fewer refineries to produce gasoline and home heating oil, driving up those prices. Just great...higher gas prices.

Just build a new oil-type refinery, you say? When do you think the last major refinery was built in the U.S.? Yup...way back in the last century.

Nonetheless, you can bet some special interest groups will love this one. Remember, everyone has a special interest. One of yours is railroads, right? Pick your poison.

Cousin Tommy, again

I have a cousin in Duluth, MN (in those parts, it's pronounced "dah-LUTE", he says), who has almost perfected the "Minnesota nice" style of humor that is prevalent in that particular frozen tundra section of the Lower 48.

From time to time, Tommy e-mails me some gems of Minnesota humor, and I'm only too happy to steal them. It's the electronic equivalent of finding loose change in your couch after a well-to-do relative visited your home, back when you were a kid. Tommy and I exchange these kinds of

things and, on occasion, I pass them on to you. Then again, considering our ages, maybe I've told you all this in the past. Hmm. Anyway, his latest:

A Montana cowboy was overseeing his herd in a remote mountainous pasture when suddenly a brand-new BMW advanced out of a dust cloud towards him.

The driver, a young man in a Brioni suit, Gucci shoes, RayBan sunglasses and YSL tie, leans out the window and asks the cowboy, "If I tell you exactly how many cows and calves you have in your herd, will you give me a calf?"

The cowboy looks at the man, obviously a yuppie, then looks at his peacefully grazing herd and calmly answers, "Sure, Why not?"

The yuppie parks his car, whips out his Dell notebook computer, connects it to his Cingular RAZR V3 cell phone, and surfs to a NASA page on the Internet. There he calls up a GPS satellite navigation system to get an exact fix on his location, which he then feeds to another NASA satellite that scans the area in an ultra-high-resolution photo. The young man then opens the digital photo in Adobe Photoshop and exports it to an image processing facility in Hamburg, Germany.

Within seconds, he receives an e-mail on his Palm Pilot that the image has been processed and the data stored. He then accesses an MS-SQL database through an ODBC connected Excel spreadsheet with e-mail on his Blackberry and, after a few minutes, receives a response.

Finally, he prints out a full-color, 150-page report on his hi-tech, miniaturized HP LaserJet printer, turns to the cowboy and says, "You have exactly 1,586 cows and calves."

"That's right. Well, I guess you can take one of my calves", says the cowboy. He watches the young man select one of the animals and looks on amused as the yuppie stuffs it into the trunk of his car.

Then the cowboy says to the young man, "Hey, if I can tell you exactly what your business is, will you give me back my calf?"

The young man thinks about it for a second and then says, "Okay, why not?"

"You're a Congressman for the U.S. Government", says the cowboy. "Wow! That's correct", says the yuppie, "but how did you guess that?"

"No guessing required", answered the cowboy. "You showed up here even though nobody called you; and you want to get paid for an answer I already knew, to a question I never asked. You tried to show me how much smarter than me you are; and you don't know a thing about cows...this is a herd of sheep.

"Now give me back my dog."

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

Interested in railroads — and especially in the Delaware & Hudson?

Join the Bridge Line Historical Society for D&H and other rail news, special events, modeling, good times and camaraderie.

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (bridge-line.org). If you wish to contact President John Milczarek, e-mail to president@bridge-line.org; for the Publications Office, use publisher@bridge-line.org.

Articles for the *Bulletin* must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309) by noon on October 27 (December issue); November 24 (January 2007); December 22 (February); January 19 (March); and March 2 (April issue). Please submit articles on diskette, by e-mail, or by snail mail (typed, if possible); images can be slides, negatives, prints or high-resolution TIF or RAW files. We strongly encourage you to support *your* organization by submitting items; with your help, we can move forward and continue to prosper.

Unless otherwise requested, please send exchange publications to Doug Barron, BLHS Exchange Editor, 29 Hungerford Road, Albany, NY 12203-4205.

The BLHS is chartered by the Regents of the University of the State of New York, and has 501(c) federal status as a not-for-profit tax-exempt organization. Its newsletter, the *Bulletin*, is sent to its members monthly. Opinions and comments herein do not necessarily reflect the views of the members, officers, or directors of the BLHS. Articles and material may be freely copied providing the *Bulletin* is cited as the source.

Officers and Directors

President	John Milczarek	518-899-3002
Vice President	Dave Roberts	518-274-8169
Treasurer	Pete Rankin	518-399-6568
Secretary	Barb Bachorz	518-374-9548
Directors: Jim Bachorz, Gene Corsale, Bob Hayes, Bill Kozel, Tom McEntee, Jim Odell, Dick Silber, Dean Splittgerber, Jack Wright		

Our Staff

Barbara Bachorz, Editor	Jim Bachorz, Publisher
John Milczarek, Assoc. Editor	Gerry Jones, Photo Editor
Columnists	Barbara Bachorz, Jim Bachorz, Doug Barron, Bob Bergevin, Tony Bucca, Jim Corbett, Gene Corsale, Joe Durham, Bill Kozel, Bob Lowe, John Milczarek, Robert A. Moore, Frank Peragine, Gary Schermerhorn, Dick Silber, Rev. Walter Smith, Steve Wagner, Scott Whitney
Circulation Assembly	Barbara Bachorz, Doug Barron, Dave Roberts, Bob Anderson, Jim Bachorz, Doug Barron, John Bartley, Chris Milczarek, John Milczarek, Dave Roberts, Tony Rudmann, Bill Sullivan
Webmasters	Neil Hunter, John Shaw
Sales	Eric Schadow, 1990 Upper Gregg Rd., Schenectady, NY 12306
Back issues	BLHS Attic, c/o Joe Durham, 1 Krall Rd., Hampton, NY 12837-9701

This issue was mailed bulk rate (Third Class) at the Albany, NY, General Mail Facility on Monday, October 16, 2006. If you did not receive this copy in a reasonable time, please file a *written* formal complaint with the U.S. Postal Service.

BRIDGE LINE HISTORICAL SOCIETY MEMBERSHIP APPLICATION

Name _____ Telephone (____) _____
 Addr. _____ Age (opt) _____ Spouse name (opt) _____
 _____ Occupation (opt) _____
 City _____ State _____ Zip _____ Employer (opt) _____
 E-mail address _____

MEMBERSHIP CLASSES (per *calendar* year; halved from 5/15 to 11/15; after 11/15, dues cover following year as well):

Regular [] \$25.00 per cal. year** D&H / Soo / CP Rail Employee* [] \$23.00 per cal. year**
 Family [] \$29.00 per cal. year** Corporate [] \$55.00 per cal. year**
 Sustaining [] \$55 per cal. year**

NOTES: *1) Employee membership is for all present and retired D&H, Soo and CP Rail employees and their spouses. **2) All amounts are in U.S.\$.. A mandatory Canadian surcharge of \$16 covers air mail cost. U.S. First Class postage is \$11/year extra; there is no postal surcharge for Sustaining Members.

What areas of interest apply to you? _____

Are there any talents you possess that might assist the society in its efforts? _____

Make check/money order payable to **Bridge Line Historical Society**, Box 13324, Albany, NY 12212

10/06/06



BRIDGE LINE HISTORICAL SOCIETY

Publications Office
2476 Whitehall Court
Niskayuna, New York 12309



November 2006

Dear Fellow Member,

Your Bridge Line Historical Society has been in existence for sixteen years now. As we look back over the years at our growth and accomplishments, we have many reasons to be proud of our society. We trust you continue to enjoy both the BLHS and its **Bulletin**.

We have worked closely with the CP/D&H, Amtrak, Operation Lifesaver and others in the spirit of fellowship, and improved your **Bulletin**. We have built on our solid foundation for growth in the years ahead. We have increased our archiving activities, and found a home for our Archives at UAlbany.

Our Capital Equipment Improvement Fund (CEIF) has enabled us to make important purchases to better serve the membership; the results will eventually bring more and better publications to you. On this form we request that you consider a (fully tax-deductible) donation for the CEIF. While we have collected some of the money we need and used it wisely, we have some major projects ahead of us. Please be generous in your donation.

On the back of this letter is your renewal form. While there is no formal survey, if you have any comments and/or criticisms, we are, as always, interested in what you have to say. We sincerely hope you will continue your membership, allowing us to continue our work in preserving the history of, and spreading the good word on, the D&H, America's oldest continually-operated transportation company.

Your check will not be cashed until after January 1, 2007. If you have already renewed or paid your 2007 dues, please disregard this letter. Your expiration date is on the mailing label's upper right hand corner.

Sincerely,

Your (2006) Officers / Directors

President:	John Milczarek		
Vice President:	Dave Roberts		
Treasurer:	Pete Rankin		
Secretary:	Barbara Bachorz		
Directors:	Jim Bachorz	Gene Corsale	Bob Hayes
	Bill Kozel	Tom McEntee	Jim Odell
	Dick Silber	Dean Splittgerber	Jack Wright

Bridge Line Historical Society 2007 Membership Renewal

Name _____

Address _____

Telephone (only if changed during year) _____ - _____ - _____

E-mail address _____

Membership Classes (per calendar year):

Regular [] \$25 per year

Employee* [] \$23 per year

Sustaining [] \$55 per year

Family [] \$29 per year

Corporate [] \$55 per year

1) *Employee membership is available to all present and retired D&H, Soo and CP Rail employees and their spouses.

2) All amounts in \$U.S. Canadian members, please add mandatory foreign postage surcharge of \$16 for the additional first class postage to cover Canadian mailings. Add \$11 if you want your issues delivered by first class mail. There is no postal surcharge for Sustaining Members.

Please add _____ (fill in amount) for your fully tax-deductible CEIF donation.

Send this form and your remittance made payable to **Bridge Line Historical Society** to:

BLHS Renewal
2476 Whitehall Court
Niskayuna, NY 12309 USA

Comments: _____

"BLHS BLAST 2007" Survey

Dear BLHS Member:

Here is your opportunity to have input as to the shape and substance of the next BLHS convention, now known as "BLHS BLAST 2007". (Suggestions for a new name are welcome!) Please complete this survey, fold and tape it together, add your first class postage, and pop it in your local USPS mailbox. Your convention committee will do its part, and come next fall, we will all be enjoying the fruits of our labors. **Thanks for your help!**

Your Board of Directors has established the site of the convention as **Albany, NY**. A firm date has not been determined, but the convention will likely be held the weekend of **October 12-14, 2007**.

Would you be likely to attend **BLHS BLAST 2007** as stated above YES NO

How many/which days would you prefer? Fri/Sat/Sun Sat/Sun Sat only

The convention would probably be held at a suburban hotel, requiring overnight stay there or nearby. How much are you willing to pay for a night's lodging? (single occupancy basis)

under \$55 \$55-65 \$65-75 over \$75

Please rate which possible convention activities are important to you:

IMPORTANCE

Clinic/Workshops on D&H history	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on D&H current information	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on general railroad history	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on general railroad current information	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on D&H model building	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Clinic/Workshops on model building in general	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Informal time to chat with fellow BLHSers	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
Free time to be out and about the countryside/trackside	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A cocktail hour	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A banquet	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A banquet speaker	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
An awards presentation	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE
A train ride at some time during the convention	<input type="checkbox"/> VERY	<input type="checkbox"/> SOME	<input type="checkbox"/> NONE

Please add any other suggestions, comments, ideas, and remarks:

Are you willing to help with the work required to organize this convention? YES NO

Do you have previous experience organizing this type of meeting/convention? YES NO

Name: _____

Address: _____

City/State/Zip _____

E-mail _____ phone: _____

BLHS BLAST 2007 Survey
c/o Robert A. Moore
900 Middle Road
Rush, NY 14543-9767

FOLD HERE

FOLD HERE



Bridge Line Historical Society



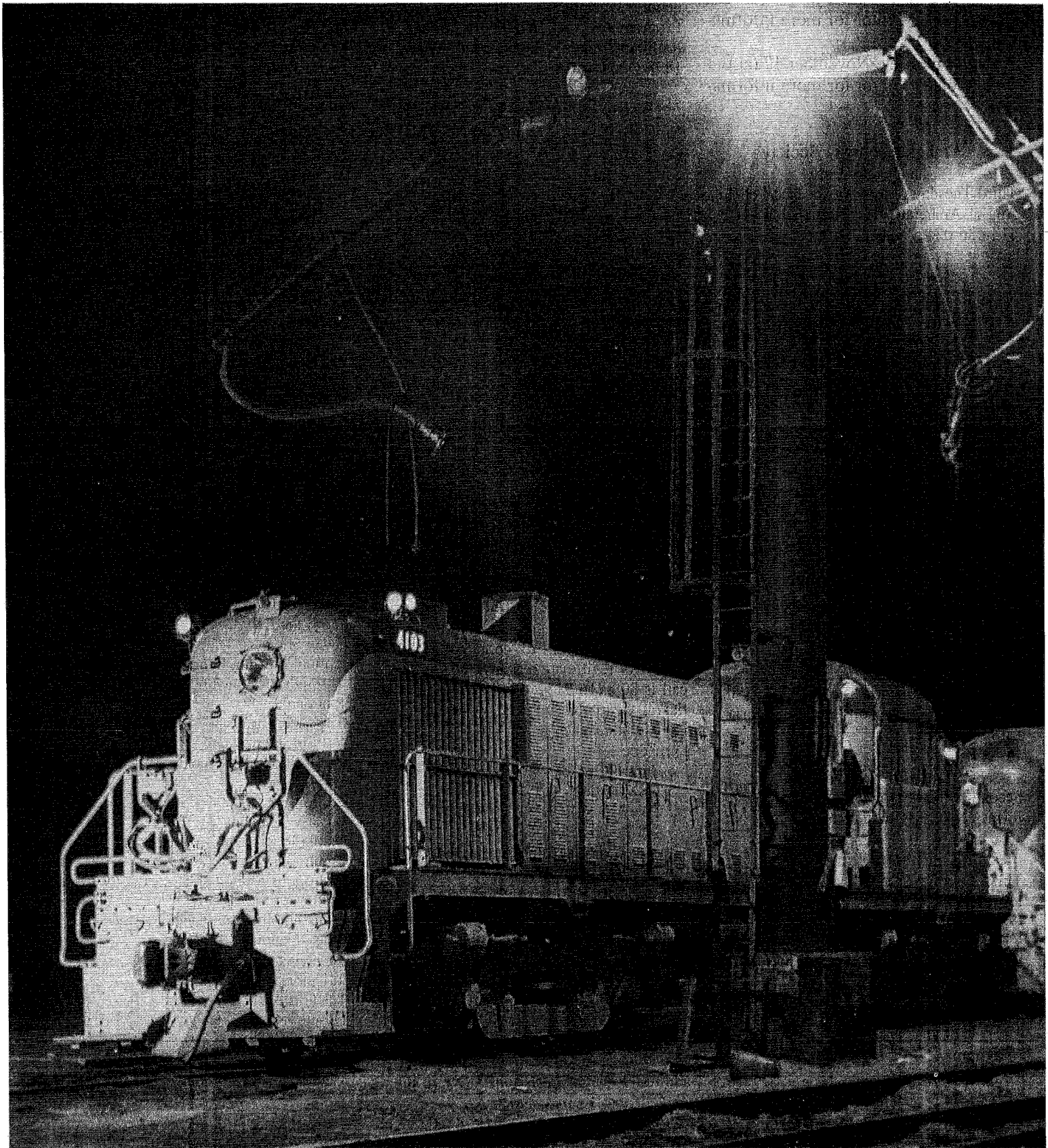
Bulletin

Volume 16, Number 12

\$3.00

December 2006

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society

bridge-line.org

Spring 2007 Luncheon - May 19, Noon, Brooks' House of Barbecue, Oneonta, NY. Program by Jim Loudon; subject TBA.

BOD meetings: January 12 (at Bat Cave; contact Editor for more information).

Archives meeting: November 17 (at Bat Cave; contact Editor for more information).

Amherst Railway Society

amherstrail.org

Third Tuesday of month exc. Dec/Feb/Jul/Aug at Amherst Mass. Regional Jr. H.S.; 413-436-0242, amherstrail.org.

Boston & Maine RHS

Second Saturday of month, 3:30 p.m., Rogers Hall, Rogers St., Lowell, MA.

D&H Canal Historical Society

canalmuseum.org

No current information.

Empire State Passenger Association

esparail.org

Nov 18 - NYC, location TBA

Jan 20, 2007 - Schenectady, The Parker Inn

Mar 10 - Annual Meeting, Schenectady

FJ&G RR Club

Last Wednesday of each month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS

First Monday of month except Jul - Aug, 7:30 p.m., Little Falls Public Library, Little Falls, NY.

Hudson Valley RRS

Second Monday of month, 7:30 p.m., former NYC RR station, Hyde Park, NY.

Leatherstocking RHS

Third Saturday of month, 5:00 p.m. at Milford, NY C&CV depot; LRHS.com

Utica & Mohawk Valley NRHS

uticarometrains.org

Alco RS3 #4103 under the sand tower at Mechanicville Engine Terminal. November 1971 night photo by Jim Shaughnessy.

Dec 8 - Annual Christmas Turkey Feast, Zion Lutheran Church, Burrstone Road, New Hartford, NY; 6 p.m. Program TBA.

Jan 13 - Monthly meeting, ex-DL&W depot, Washington Mills, NY; 1 p.m. Program TBA.

Feb 10 - Monthly meeting, ex-DL&W depot, Washington Mills, NY; 1 p.m. Program TBA.

Mar 10 - Monthly meeting, ex-DL&W depot, Washington Mills, NY; 1 p.m. Program by Alan Foote: "In Service to a Railroad Tycoon", about employment on an 1898 Goodyear private car.

Show Time! (other events)

Nov 18-19 - Kingston Model RR Club Open House, 12 N - 5 p.m., Susan St., Kingston, NY; also Nov. 25-26.

Dec 9-10 - RIT Model RR Club show, Field House, RIT campus, Rochester, NY.

Jan 27-28 - Great Train Show, Eastern States Exposition Grounds, West Springfield, MA. *The BLHS will be on site; stop by to visit with the Mad Dog and the Batty Publisher.*

Area Tourist Railroads

- Adirondack Rwy.
- Berkshire Scenic RR
- Cooperstown & Charlotte Valley Rwy., Milford, NY; LRHS.com
- Delaware & Ulster Rail Ride
- Finger Lakes Railway
- Green Mountain RR, Bellows Falls, VT
- Upper Hudson River RR, North Creek, NY; UHRR.com

CPR Police

If you see dangerous conditions on the property, or need to contact the D&H police for legitimate reasons, the number to call is 800-716-9132. If you have a potential rail customer, D&H/CPR Sales/Marketing can be reached at 518-383-7287. Other numbers:

- Amtrak Police - 800-331-0008
- CSX Police - 800-232-0144
- Pan Am Police - 800-955-9217
- NS Police - 800-453-2530
- VRS Police - (someone please provide!)

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the D&H, we do include material related to other railroads. Under no circumstances are D&H news, pictures or articles excluded from the *Bulletin* to make room for non-D&H material. Non-D&H items are included because (1) many of our readers, in addition to being D&H fans, are also inter-

ested in other railroads; (2) if an individual were to subscribe to just one railroad magazine (and we hope it would be this one!), he or she will appreciate good coverage of other area railroads; (3) CP/SL&H/D&H does not exist in a vacuum and must interact with other railroads; and (4) by including such material, we hope to increase our membership (and keep costs low).

If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us with the details, allowing sufficient time for us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us. Amazingly, we have found that there are groups that refuse to do this!

Bulletin Sales Outlets

The following locations carry the *Bulletin* for sale to the public. If you know of other establishments which you think would be appropriate places for *Bulletin* sales, please have them contact us.

- ☞ Amtrak Albany-Rensselaer station (East Street, Rensselaer, NY)
- ☞ Berkshire Hills Hobby Supply (93 Main Street, Canaan, CT)
- ☞ JP's Trains & Hobbies (277 Troy-Schenectady Road, Latham, NY)
- ☞ Mohawk Valley Railroad (2037 Hamburg Street, Schenectady, NY)
- ☞ Model Trains & Parts (273 State Street, Schenectady, NY)

The Consist

Timetable	2
News and Views	3
From the Cab	4
Swap Shop	5
Annual Meeting Report	6
Through the Viewfinder	7
Railroad Tech	8
The Mail Car	13
Industry News	14
The Railroad Archaeologist	18
At the Signal	19
Out on the Branch	20
Local Wayfreight	23
Media in Review	25
Reminiscing	26
Metropolis Monograph	28
Search for the Shield	30
Disassembling the Planet, Pt. 3	31
Open Platform Observations	33
Receiving Yard	36
In Helper Service	39
Traction Action	40
Off the Net	40
Modeling Matters	41
Black Flags	45
Membership application	46



BLHS News and Views

by Barb Bachorz

Happy Holidays

Jim and I, the Board of Directors of the BLHS, and the *Bulletin* staff, would like to wish all of you a happy Thanksgiving, a very Merry Christmas, and Happy Hanukkah.

Annual Meeting minutes

The Bridge Line Historical Society held its Annual Meeting and Election of Officers and Directors on Saturday, October 21, 2006 at Manna's Restaurant in Ballston Spa, New York. The meeting was called to order by President John Milczarek at 5:55 p.m.

The first order of business was the election of the officers and three directors to the Board. There were three openings for director, currently held by Bill Kozel, Dean Splittgerber, and Jack Wright. All current terms expire on December 31, 2006. All officers (John Milczarek, President; Dave Roberts, Vice President; Pete Rankin, Treasurer; and Barbara Bachorz, Secretary) and two of three directors (Bill Kozel and Dean Splittgerber) agreed to run for reelection. There were two new nominees (John Collins and Tony Rudmann) for director as well.

As Secretary of the Bridge Line Historical Society, and there being no opposition for the officer positions, Barbara Bachorz cast the one vote necessary to elect the four officers. There will be a mail ballot to elect the three directors. All candidates for director should submit a 100 word biography, which will be included with the mail ballot.

Bob Moore reported there will be a convention-style annual meeting/banquet with seminars, etc. the weekend of October 12-14, 2007 in Colonie, NY.

President Milczarek introduced Gene Corsale, who reported on the Marv Davis Award and how and why it came about and then announced the 2006 winner: John Milczarek.

Having no further business, the meeting was adjourned at 6:10 p.m.

Respectfully submitted,

[s] Barbara R. Bachorz, Secretary

BOD and Archives meetings

At the last Board of Directors meeting, it was decided to start including the dates of future meetings on the BLHS calendar in case members are interested in attending. The next meeting is the first 2007 meeting, on January 7. Call Barbara Bachorz (518-374-9548) for location and times.

Snow birds

If you are snowbirding it this winter, please let us know in advance when you are leaving, and when you will be back. If you don't let us know in time, and the Post Office does its usual thing, we have to pay for your error. We refuse to guarantee that you will receive any missing issues when you forget to inform us about your move(s).

Steamtown NHS activities

Bill Nalevanko sent us an update on upcoming Steamtown NHS activities.

On Dec. 1, the 2006 CPR Holiday Train will stop at the NHS between 5:30-6:00 pm. It will then move north towards Binghamton on the main, via the Tunkhannock Viaduct. See the "Industry News" column for this and information on this year's Toys for Tots train.

The NHS will run three "2006 Holiday Express" excursions to Moscow, PA on November 25, December 2 and 9. Details at www.nps.gov/stea; go to the Schedule of Events link for more info.

Condolences

This month we would like to express our condolences to the family of member **Thomas E. Irwin**. See the "Black Flags" column in this issue.

Request for more D&H articles

We would really appreciate more articles on the D&H from the membership and the general public. We also accept non-D&H items, but request that those articles be kept to only a couple of pages at the most. Thank you for your consideration.

Photos also wanted

If you have some current, memorable or historic D&H views, please consider donating or loaning them to the Publications Office.

For cover photos, the photo will need to be cropped (by us) to about a square image, since the front cover photo area is 9 inches by 8.5 inches. If you want to "make the cover", a squared subject is best (and let US do the cropping, please!). For inside photos, take a look; we prefer horizontally-oriented subjects, but we've been known to do some very creative cropping.

We prefer that you send digital images on CD, preferably at the highest optical resolution of your camera. Warning: If

USPS Required Notice

The BLHS has a provisional charter from the Regents of the University of the State of New York, and has 501(c) federal status as a not-for-profit tax-exempt organization. Its newsletter, the *Bulletin*, is sent to its members monthly. Opinions and comments contained herein do not necessarily reflect the views of the members, officers, or directors of the BLHS.

you send digital images via e-mail, you will probably opt to use JPG and a fairly low resolution, but if you do, it's quite possible that we will NOT be able to use them. Please send or e-mail TIF files, PDFs, or PSDs, high-resolution JPGs, or even RAW format if necessary, to preserve image integrity.

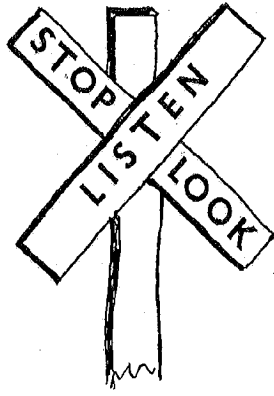
Sustaining members

Our 2006 sustaining members were: Matt Adams; Roy & Jerolyn Allen; Philip S. Arony; Loren Batchelder; Carl & Lysanne Belke; John Boardman; Sam Botts; Dr. Rodney Brown; John & Maureen Collins; Jim & Elaine Corbett; Ron Crowd; Wally & Monica Day; William Denale; Geoff Dunn; Robert Gangwish; Robert & Nancy Gatland; Tom & Arleen Gillen; James & Patricia Girtton; John J. Graham; Richard Hambly; Richard Hooker, Jr.; Fred Hull; Art & Sandy Jackson; Robert Kardas; Ed & Cristina Kennedy; Robert Kolankoski; Bill & Barbara Larkin; Ron Litwin; Warren Martin; Bill McColl; Andy & Joan McCulloch; Jim McFarland; James McGrane, Jr.; Jesse & Sandra Meeker; Bob & Dori Moore; Tom Moran; Donald Morrison; Jack Murphy; David L. Nienke; Chuck & Ilene Perket; Michael & Kathy Phelan; Walter Rich; Tim & Rita Richmond; Tony Rudmann; Jack Ruthberg; R. Harris Russo; Robert & Sonia Ryczak; Gerry & Leslie Schultiz; John F. Sherman; Rick & Harriett Shvick; Edward F. Small; Andrew Smith; Ed Street; Baird & Dorothy Voorhis; Stephen Wasby; Richard & Cynthia Wettereau; Tony White; Payson Wild; Rob Willett; Ed Zech; and Al Zubal.

Directors/officers/columnists e-addresses:

Barb Bachorz: bbachorz@yahoo.com
Jim Bachorz: jbachorz@yahoo.com
Doug Barron: dbarron62@aol.com
Bob Bergevin: betsbaskets@aol.com
Tony Bucca: photony@att.net
Jim Corbett: jimcorbett@prodigy.net
Gene Corsale: ecorsal1@nycap.rr.com
Joe Durham: jdalco@vermontel.net
Bill Kozel: madogbill@yahoo.com
Bob Lowe: rhowe@rbscc.org

(continued on page 4)



From the Cab

by John Milczarek

Archives

We finally waded through the oldest and dirtiest drawings in the Archives in the Bat Cave. One item that caught everybody's eye was a 1904 proposal for a line from Palmers Falls (where the bridge is now from Glens Falls to South Glens Falls) to Corinth, running along the south bank of the Hudson River. I'm sure the idea came up as an easier way to get to Corinth from Saratoga. However, the resulting grade was 2%, more than the 1.8% of the existing line through Greenfield, and with a lot more curves due to following the river. A reproduction of it is on this page.

We will have a get-together in November, after which I will gather what has been inventoried, get it approved by the Board, and send it on to UAlbany.

Calendar

The printer has been impossible to reach and we are now in the unfortunate position of looking for a new, reliable printer to have the calendar finished. The original plan was to have calendars out in July; therefore the pre-order that we ran. We are extremely sorry for the delay, but are happy to report we've found a new printer; the calendars should be mailed within the next couple of weeks. Until we get this one off the ground, we are putting plans for future calendars on hold.

Banquet

Those present had an excellent evening of food and entertainment. Unfortunately, **Bill Bibby** was unable to attend. **Barb Bachorz** was able to get **John Bartley** to present a slide show of railroading in the western part of the country, which was very enjoyable. As an extra bonus, **Charlie Klimek** volunteered to relate his experiences on the D&H, which we found fascinating, but unfortunately had to interrupt to allow John time for his presentation. Charlie also volunteered to present a slide show with more reminiscences for a future

event. See **Steve Wagner's** column for additional information.

Chris Shepherd presented the candidates up for election. The current officers were reelected for an additional term. There are three directors' positions up for election, and we have four candidates from which to choose. There will be a ballot mailed to members, possibly before you read this, so you can vote for directors. Included with the ballot will be a short bio by each candidate. It's good to see increasing interest in the BLHS and people who wish to be more involved.

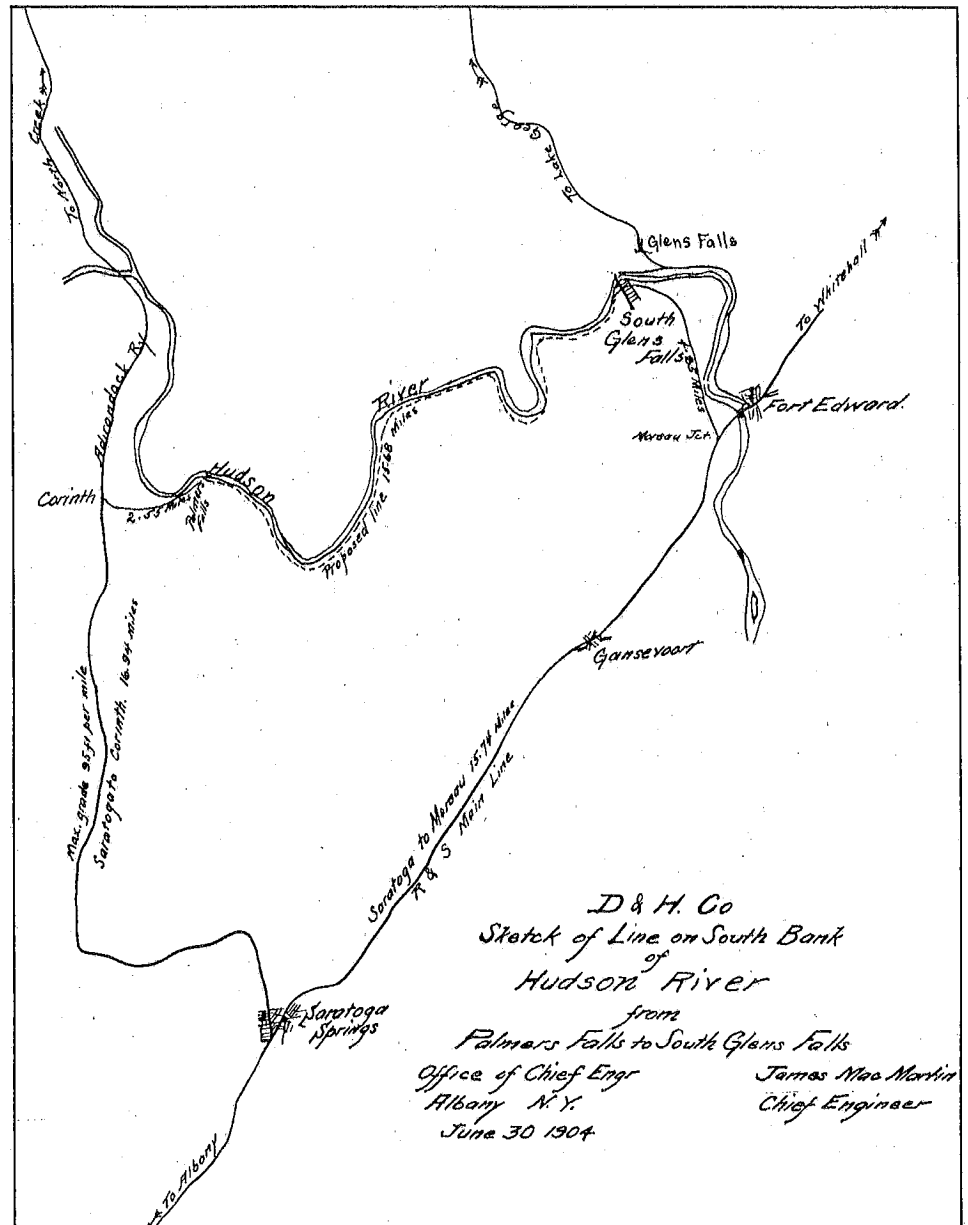
Gene Corsale presented the **Marvin A. Davis Memorial Award**. I am extremely honored (and surprised) to be this year's recipient. As I mentioned at the ceremony, I am just trying to do what is best for the BLHS and preserve the rich history of the D&H for the future. Thank you for this honor.

(BLHS News from page 3)

Tom McEntee: railfan.thomas@worldnet.att.net
 John Milczarek: president@bridge-line.org
 Bob Moore: dmoore4@rochester.rr.com
 Jim Odell: jeodell@earthlink.net
 Frank Peragine: fperagine@cs.com
 Pete Rankin: prankin132@hotmail.com
 Dave Roberts: robertsrs36@yahoo.com
 Eric Schadow: u23b_2311@yahoo.com
 Gary Schermerhorn: bluemac@mhonline.net
 John Shaw: jashaw@birch.net
 Dick Silber: hocustom@aol.com
 Rev. Walter Smith: revwf@northnet.org
 Dean Splittgerber: dsplittgerber_railfan@yahoo.com
 Steve Wagner: swagner@law.harvard.edu
 Scott Whitney: sjwhitney@adelphia.net

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





by Robert A. Moore

The rules: All members may submit ads. Ads are due at least two days before the first Saturday of the month. Your ad will run for three successive months, or until you inform this columnist that your ad has been successful, or that you've given up! And remember, send your ad or notice to cease to the street address or e-mail address below. **Do not send Swap Shop ads to the Publications Office!** We will do our best to honor any special requests.

The Address

BLHS Swap Shop
c/o Robert A. Moore
900 Middle Road
Rush, NY 14543

e-mail: dmoore4@rochester.rr.com

Happy holidays!

This being the season for turkeys and other such creatures, joy to the world and lots of good cheer, let us start with best wishes to each and every one of you for a most enjoyable holiday season. And may your new year be one of peace, contentment and personal prosperity.

Business at the Swap Shop is a little bit slow this month, but there is one new ad filled with lots of potential toys for Christmas. Oops, I mean lots of potential great new items of great importance for the home layout.

Our monthly reminder

Don't forget to include complete contact information in your ad. Some members who may be interested in your goodies do not have e-mail service. If you include telephone and snail mail contact information, everyone will have the same opportunity to respond to your ad.

For sale: Atlas (Kato) RS11 undecorated (7090) \$35; Atlas (Kato) C424 ph 1 undec. (8055) \$35; Atlas (Kato) C424 ph 2 undec. (8050) \$35. Have several of each, never run, in original box. Atlas (Kato) C425 undec. (8030) \$35. D&H IHC heavy-weight coach (6503) in World's Fair scheme \$12 (have two, never out of the

box); Athearn SD40-2 CP Rail dual flags (4416), new in box, handrails mounted but TRO, \$20; 8-car set of D&H heavyweight passenger cars still in boxes in original tray, painted in World's Fair scheme, \$75; Atlas U23B's 2310 and 2316, NIB and two unnumbered, from original run, \$50 each; all three Atlas U33C units from first run, D&H 754-760-762 (754 missing one front handrail) in original box without packaging, slightly used, all three for \$130; Overland brass D&H BW caboose, unpainted in original box (3870), \$100. All prices plus P&H, insurance. Geoff Ross, RR #3 Box 219, Susquehanna, PA 18847 (Not a PO Box, this is a street address). Tel.: 570-727-3586; e-mail geofross@yahoo.com

For sale: O scale operational collection, \$600 for the lot plus S&H (or pick up in Saratoga Springs, NY). Items: (1) Nickel Plate Berkshire SCALE locomotive, DC, no sound; (4) scale coaches, wood construction; (1) streamlined observation, N&W tuscan; (1) D&H blue/gray RS3 road switcher, DC, no sound; (7) O scale freight cars: 1 each D&H caboose, woodchip car, reefer, covered hopper, gondola and boxcar; (1) O scale control tower with pickup truck and figures; (1) Aristocraft 10A power supply with receiver and radio; (1) RH modeled turnout; (1) LH modeled turnout; 50 ft. scale flex track. Marcel Zucchini, 4400 Route 50, Saratoga Springs, NY; tel. 518-584-0225, e-mail marcel@encore-elec.com (1106)

For sale: Large accumulation of **Trains** magazine (45 years), **Model Railroader** (40 yrs), **Craftsman** (30 yrs), **Railfan** and predecessors. Also various employee magazines. Will bargain on price, shipping extra. Charlie Klimek, 479 Schnackenberg Road, Ghent, NY 12075; tel. 518-672-4713, e-mail chask94@aol.com (1006)

For sale: Limited run of only 100 RTR 4-packs of HO scale D&H white Laurentian Herald PS-1 boxcars manufactured by Intermountain for IM-Ports, LLC. Kadee couplers, boxcar red, four different cars numbers, researched with the help of fellow BLHS members. Four packs \$94.95, single car \$25.95, both plus S&H. MN residents add 6.5% sales tax. Order by e-mail, phone or mail. Mike Mayer, IM-Ports LLC, 16571 Iredale Ct, Lakeville, MN 55044-4511; tel. 952-892-6265, e-mail im_ports@hotmail.com; web site im-ports.com (0906)

For sale: HO scale, Penn Central locomotives from private collection, never used; GP38, master series with DCC, two numbers, \$95 each; U23B, classic series, two numbers, \$75 each; C425, classic series, two numbers, \$75 each. Ralph Notari-

stefano, 3 Jay Ct, Northport, NY 11768; tel. 631-757-3087 eves. and weekends (0906)

For sale: White Maine Central 50-ft. boxcar with Pan Am logo, manufactured by Athearn in 2004. Rob Kardas, 8368 Hidden Hills Dr., Las Vegas, NV 89123; e-mail robsterlockdude@yahoo.com (0906)

Wanted: Photos, negatives, slides and related paperwork of D&H railroad activity in the town of Ticonderoga, NY. Info needed for historical web site. Willing to pay reasonable prices. Mark Wright, 230 Springloch Rd, Silver Spring, MD 20904; tel. 310-622-1914, e-mail hall5742@yahoo.com (0906)

For sale: D&H Annual Reports for 1942, 1943, 1944, 1945, 1946, 1949, 1951, 1953, 1961, 1962, 1963, 1965, 1966, 1967; \$5 each ppd; 1947, \$8.00 ppd. All of Annual Reports together, \$65 ppd. Atlas HO scale locomotives, barely used: U33C, model 8542, NJDOT, road #3364; U33C, model 8548, NJDOT, road #3371; U33C, model 8544, Guilford (D&H), road #650; U33C, model 8500, undec (2); \$45 each ppd, all five U33C's \$200 ppd, insurance extra. Gem B&M R1-d 4-8-2, used, \$300 ppd + ins.; AHM B&M R1-d 4-8-2 (no smoke deflectors), used, \$200 ppd + ins. Peter H. Grant, tel. 910-270-1579, e-mail phgrant@aol.com (0906)

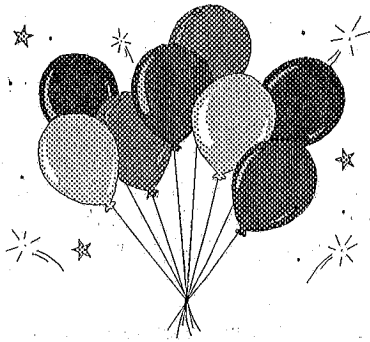
Still available: "Rails Along the Kayde-ross" by David T. Nestlé, his last book. \$25 includes postage; NY residents please add sales tax. Patricia M. Nestlé, 311 Ray Road, Greenwich, NY 12834; tel. 518-692-2867, e-mail pnestle@capital.net (0406)

Good food, good time

Dori and I finally made it to a BLHS annual banquet! After several years of frustration trying to get to the annual affair and having some last-minute interference, we actually attended this year's festivity. Unfortunately, we were forced to leave shortly after dinner because Dori was in a great deal of pain. Dori, like Barb, has two artificial hips. Her first one was installed 17 years ago this fall, and is showing its age. It is to be overhauled in mid-December, but until then gives her a lot of trouble if she sits in one place for too long.

Dinner was great! Barb has become an expert at picking a great place for a banquet. We did have a little time to meet and greet old friends and new, and to catch up on some of the BLHS news. We look forward to next spring's luncheon "back at the barbeque".

(continued on page 6)



Annual Meeting Report by Bob Lowe

The BLHS held its annual meeting on Saturday, October 21 at Manna's Restaurant in Ballston Spa, NY. The building is located on the same place as the former D&H station in that city. 44 members and guests were present. Once again, kudos go to **Tim and Rita Richmond** of Cheyenne, WY, who came via their summer home in Rouses Point.

President **John Milczarek** conducted a brief business meeting that included re-election of the current officers (John Milczarek, President; **Dave Roberts**, VP; **Pete Rankin**, Treasurer; and **Barbara Bachorz**, Secretary), as there were no other candidates. Nominating Committee chair **Chris Shepherd** then presented four names for the three slots for Director: **Jack Wright** has asked not to run again. Two current members, **Bill Kozel** and **Dean Splittgerber**, are up for re-election, along with two new faces, **John Collins** and **Tony Rudmann**. Members will receive a paper ballot by mail to vote for up to three. Jack Wright is to be thanked for his many contributions to the BLHS. We hope he will continue!

Marv Davis Award

Director **Gene Corsale** then made the 2006 Marvin Davis Award to a BLHS member who has made exemplary contributions on behalf of the organization. This year's winner was our President, John Milczarek who has worked countless hours in areas such as the D&H archives, assembling and mailing the Bulletin, and giving direction to our society. It was a well-deserved honor. John seemed truly surprised and accepted in his humble way.

With business out of the way, we moved to our meal, which appears to have been enjoyed by all.

The program

Bill Bibby had been announced as the evening's presenter, but could not attend for personal reasons. Aply pinch-hitting were **Charlie Klimek** and **John Bartley**. Charlie gave his first hand experiences as a D&H employee for upwards of 35 years. As a young lad in Hudson, NY, he had

been a denizen around the NYC station. Then as a young man, he quickly decided that working in the old cement plant was not for him even if there was an ancient Alco switcher. He found out that the D&H was hiring and so he hot-footed it to Albany. He was hired as a clerk and quickly moved to become a fireman and then an engineer. He shared some of his experiences on the road. He often laid over in a shack at the foot of Starrucca Viaduct in Lanesboro, PA. He would wait to jump on a freight on the fly, with sometimes crash landings if the engineer didn't slow down. Later, under Guilford's regime, he was an engineer on a freight with orders to run on the main only to find three engines coming at him on the same track. The resulting crash was deemed by management to be his fault, and he was even charged with damages to the engines and received a 6-month leave. He became a top union official and was close to both **Carl Belke** and **Walter Rich**, both of whom he holds in high regard. We all appreciated Charlie's candid remembrances of his D&H career and thank him for pinch-hitting.

The evening's finale was a slide show by John Bartley of slides taken over 20+ years of trips, some with our beloved Curmudgeon. He titled his show "Everywhere West" as he started with the Upper Peninsula of Michigan and moved gradually westward with many shots on the UP (including SP) and BNSF (ATSF, BN, etc.), even including some former D&H units. He had many of the growing Powder River coal hauling business that has greatly expanded that part of Western railroading. We thank John for sharing so many shots from his extensive collection.

Hope to see you next year!

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

(Swap Shop from page 5)

Blasting off!

Some basic decisions have been made regarding the dates and location for our convention next fall (2007). Responses from the two hotels in Binghamton, NY that are capable of hosting our group were less than satisfactory. The decision has been made to move our festivities to the Albany, NY area where our choices of hotel are much more numerous. The dates have been changed to October 12, 13 and 14. We are negotiating a hotel contract at this time. More details will be in next month's column.

At the fall banquet last month, we learned that the Northeast Region of the National Model Railroad Association (NMRA) will be holding its fall convention in the Albany area the same weekend as our convention. We'll be looking for more details and investigating the possibility of

interweaving some of our activities. Stay tuned for further information on this topic.

Please note that we have attached a survey form to this issue of the *Bulletin*, similar to the one you saw last month. Some of you promptly completed last month's form and sent it on to the Swap Shop office. However, the returns have been rather limited. We would like to see more of you tell us what activities you would like to see as part of the convention. There is no way we can do everything in the time available over one weekend, so we will prioritize our plans based on your input. Therefore, if the majority of you don't vote, you'll get what the minority requests.

Once again, let me add that an event such as the one we are planning is not organized and executed by one individual working alone. The present committee of one will be expanded to include many of you. It is important for each member to complete the survey form and return it so we can plan activities that are truly of interest to you as a member of BLHS. If you have skills that will help to make this event a memorable one, please state that on the survey form. We really do need your participation.

Last but not least is the name for our festivity scheduled for next fall. Some folks, including yours truly, are not really excited about the name I temporarily tagged on to this event. We need all you creative members to submit a name to replace the one now appearing at the top of our survey form. Go for it!

More information will be included in each month's column as we build our program and your expectations for this event.

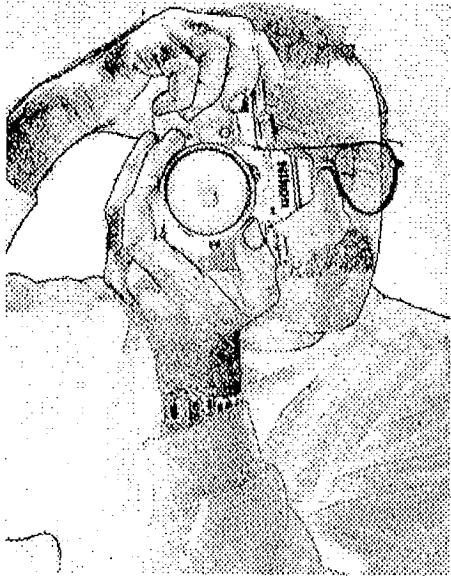
Deadline looms

I'm past the deadline for columnists and you know who will be beating on me. Please take the time to complete the survey and send it to us. We want as much input as possible. Until next month, as always, may the force be with you and yours.

Dreaded Publisher's Retort: Well, maybe no retort, but maybe a suggestion or two for an event name. How about Moore-A-Mania? Or Mean Mr. Moore's Mash? Bad, eh? OK, members...Your try...JB

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Through the Viewfinder

by Tony Bucca

Panos, 3D, and Triskaidekaphobia

And a splendid time was guaranteed for all...

Is it me, or does time speed up as I get older? It seems like only yesterday that I got off the plane in Albany after a glorious two weeks in Colorado and New Mexico.

Checking my digital files tells me it's already been a month! The Nikons got a major workout at Durango, Silverton, Chama and the hundred other places I traveled to with Bob Hamm on our narrow-gauge odyssey. I've counted more than 2900 digital images at 12 megapixels each, and more than 300 Kodachromes and Fujichromes. That works out to about 16 gigabytes of digital files on my laptop, or almost four DVDs, or more than 22 CDs worth of pictures. If you haven't heard me say it before, I'll say it again: digital is great! I can't even begin to think of how much film I would have used to get an equivalent amount of pictures...or the processing cost...or how the film would be affected going through the X-ray machines at the airport, because I develop my own film at work.

You're probably asking why I took so many pictures. Well, this trip was a working vacation. I took Amtrak from Schenectady to Chicago, then from Chicago to Trinidad, Colorado. After I hooked up with Bob, we traveled to Durango, where we attended the narrow-gauge convention. The first day we rode "Gallopig Goose" #5 between Durango and Silverton. A leisurely 4½ hour ride with numerous stops for photo run-bys. For that trip, I left the digital camera behind and just shot Kodachromes. I was even able to buy more film in Silverton. I just got a message on my answering machine that they're back from

processing, a month and a half after I shot them. I've gotten the Fujichromes back already, and they look glorious!

We rode the K36's the next day, and for that, I went through close to four gigabytes worth of compact flash cards for the day's shoot. At the hotel, I downloaded all the images, and cleared the cards for the next day's shooting. I was able to check my images at full-screen on the laptop, and at full-size, I have to scroll through the image.

On to the working part of the trip. Bob is modeling very specific sections on his narrow-gauge layout, and we've decided to do photo backdrops of different locales. There are some commercial offerings in the rail mags, but examining samples were disappointing. Prominent locations have been "flopped" to extend different scenes, and while not noticeable to the lay railroader, the true narrow-gauger would pick it up instantly; nit-picking on a grand scale. We knew we could improve. There are a number of panorama stitching programs available for the computer. Both Photoshop Elements and Photoshop CS2 have a feature called "Photomerge", and many digital cameras come bundled with software to do the same thing. I have read of very good results from the Canon version. I've tried a number of them, and found the best results for my attempts with a program from Ulead called "Cool360". With it, I can stand in the middle of a room, or a field, and take a series of pictures that the program will "stitch" together to give me a 360° wrap. I can also do a 180° or more panoramic, and that's what we shot for. Many of my pictures were a series of five to six images that gave me a sweep of a certain locale. Red Mountains north of Silverton, Vance Junction, Trout Lake, and Placerville all fell victim to my Nikon. Trout Lake was especially spectacular, but we had to keep going back over the course of the afternoon to catch the light falling on different peaks. We made a marker by the side of the road so we could get the same vantage point. I'll be able to stitch together images that were taken hours apart, for even lighting. So...many of my 2900 pics will be gleaned to come up with a series of panoramas that we hope to print at two feet high by 20 or 30 or more feet long!

At the same time I was shooting panos, I also shot many groups of two pictures. I like to take 3D shots that are viewable without any kind of viewer. I'll take the first shot, a vertical, then shift slightly, about 3-4 inches to the side, and take a second. When I pull up the pictures, I position them side by side, and cross my eyes to see the image in 3D. If you're curious as to how this works, surf over to www.starosta.com/3dshowcase/ihelp.html for the best tutorial on how to view 3D

pictures. Once you see a K36 in 3D, and see how easy it is, you'll start seeing things in 3D as you shoot. On the Chama to Antonito run, I found that the movement of the train was enough to get the separation needed for 3D. The yard at Chama yielded many 2-shot series that make you feel as if you're standing right next to the switchstand. Try it!

Triskaidekaphobia

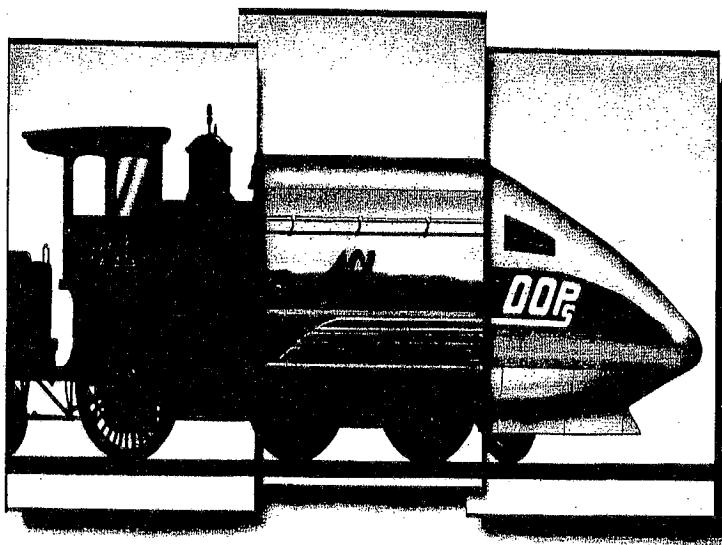
Every month that starts on a Sunday, will have a Friday the 13th in it. Many people and companies suffer from triskaidekaphobia, or fear of the number 13. Some buildings skip the 13th floor, or some houses along a street skip 13, as unlucky. Why is this? I counter that 13 is a lucky number. Think about it: 13 original colonies, 13 stripes on our flag, a boy becomes a man at 13, a baker's dozen is 13, or an extra one for free.

Why do I have this fix on 13? I lived in my apartment in Saratoga for 13 years until I moved to my house at 13 Lanie Drive, where after 13 years the payoff for my mortgage was \$13,000! I have nothing to kick about #13. The week after I came back from Colorado, I bought a 1999 Ford Econoline cargo van, solid white. I plan to paint it in the Delaware & Hudson lightning stripe scheme, blue and gray with the yellow striping. I've already ordered the yellow and blue D&H shields that will go on the hood, and doors. I plan to set it up with a bunk bed, and a cargo rack on top that I'll be able to stand on to take pictures of trains that I'm chasing. It probably won't be painted until spring; but after that, keep your eyes open for the #13. That will be big and bold on the side of the van, right above the Delaware and Hudson script. Stop me and say hello!

Testing...Testing

The biannual camera show was held at the Clarion Inn, off Everett Road in Albany in September. The room had about 10 different vendors, with new (old) stuff coming out for sale. I lost count of how many 35 mm camera bodies were selling for \$35 to \$50. I picked up a Yashica rangefinder for \$10, and a high-rise flash bracket for my events shooting. My prize though was a roll of Kodachrome 25 - a roll of 36 with an expiration date of 09/98 - for \$5. What I plan on doing is putting my Nikon D2X 12 megapixel digital camera, and my Nikon 6006 film camera on a long bracket, set both cameras on P (program) and take the same pictures, at the same time with the two camps. I've done this with two different kinds of film, but this will be a test of which is better. I will make same size enlargement from both, and report to you, our readers, what I find

(continued on page 39)



Railroad Tech *by Frank Peragine*

My first three-piece truck

Years ago, and I mean years ago, my dad bought me an HO Roundhouse kit as a gift, I think, for doing well in school. This was so long ago that the kit, a boxcar, was made of metal – Zamac, probably – and cost only a few dollars, but big bucks then. The kit also marked the beginning of my transition from Lionel O27 to HO, where I remain today. One of the details I remember most about the kit was its sprung trucks. I had never seen a sprung model truck before, let alone had one in my hands, since I had been brought up on rigid Lionel trucks. How flexible the Roundhouse trucks were; besides being springy, the flexibility allowed the trucks to follow all the irregularities along the track. Boy, the HO modelers sure are smart to come up with these, I probably thought. I did not know it, but the trucks were actually good models of the prototype three-piece freight truck, around for a long time, still very much in use on the real railroads, and with applications spreading around the world these days as railroad cars everywhere get longer and capable of carrying heavier loads. For us modelers, with today's better track and layout construction, plus precision plastic molding and good NMRA specifications, there is not as much need for sprung trucks, so we have largely graduated (or fallen back) to the one-piece truck!

Real three-piece trucks

Prototype three-piece trucks are pretty simple. Well, not really. The three pieces are the bolster and the two sideframes. Put in the wheels, already pressed onto the axles, snap in the springs, and you are ready to go, after you hook up the air brakes. Three-piece trucks with the same

basic design have been around for a long time. Railroad photos from our Civil War era show three-piece trucks in wide use; the flexible trucks handled heavy loads over rough war-torn or hastily laid track well. The major differences over the years have been the technology used to build the trucks; as the technology got better, the trucks were improved, and old designs replaced. Years ago, the sideframes were fabricated – bolted together from pieces of iron strap – in the arch bar design and, of course, the bearings were of the plain or friction type. Then, the arch bars were replaced with cast sideframe designs, reducing maintenance needs simply by reducing the parts count in the sideframes. Apparently, this was a big breakthrough in cost, reliability, and safety and the railroads quickly dropped the arch bars.

Then, as freight cars got bigger and moved faster over the years, the capabilities of the friction bearing, even with improvements, were not capable of handling heavy loads. Remember that in the friction bearing, a thin film of oil or grease between the axle and journal supports the car and allows the wheels to turn smoothly and easily, once they get moving. The trick was to maintain that film, and roller bearings were a welcome replacement since they required much less maintenance; no repacking or frequent greasing. Roller bearings had been used for a long time on passenger cars, and probably WWII design and fabrication technology advances helped to reduce their cost enough to put them on freight cars too. A great article series in **Mainline Modeler** magazine – four issues at the end of 1993 – discussed prototype friction and roller bearing freight truck designs, as well as the HO trucks available back then. A shorter but more current review was in the December 2003 **Model Railroader**.

Let's look at some more modern day construction details. Roller bearing truck sideframes are cast with openings for the roller bearings to fit, unlike friction bearing trucks, where the sideframe castings actually included part of the bearing. The roller bearing side frame is called a "jaw pedestal" design. The jaw is the area where the

roller bearing and an adapter (so that various brands of bearings can be used) sit. The bearings snap in, but are held there by car weight. A car's trucks need springs to support the weight, which of course is variable. On a caboose – you remember them – leaf springs could be used for a smooth ride due to the constant load. Freight cars use coil springs in a cluster on each side frame, often stacked three or four deep so most can't be seen. Usually only two or three of the front springs are visible. Spring stiffness is important; they certainly can't be too soft, or a coupler alignment problem could occur if a fully loaded car was coupled to an unloaded car.

Just as important as the springs, snubbers, an attempt to add damping to the mix, are also required. As is the case in many rail applications, you want things to bounce a little to absorb impact, but you want the oscillations to die out quickly, requiring added damping. Coupler draft gear and cushioned center sills are places where this is important. Sometimes you use friction to obtain damping, sometimes a hydraulic cylinder arrangement. The best example of oscillations that didn't die out and caused trouble was back some time ago, I think in the Penn-Central era, with covered hoppers moving at just the right speed on poorly maintained jointed rail. The cars had a wheelbase that was close to 39 feet long, which was the spacing of the sagging joints on the poorly maintained track. The rocking cars resonated at certain speeds and tipped over. Trains could proceed slowly or quickly, but they had to avoid the resonant speed, I think around 15 mph, where each joint impact came at just the right time to add to the rocking. Snubbers can be inserts in the springs, but in modern trucks a more common approach is to control friction with the motion of the bolster in the sideframe castings. Standard Car Truck Co. (SCT) uses resilient wedges to accomplish this.

Other important parts of the truck, actually, part of the bolster are the center plate and the side bearings; these allow the truck to rotate or swivel, control the friction, and help minimize rocking of the carbody. Finally, some trucks contain an integral brake cylinder. Some freight cars, like double stack well cars and large covered hoppers, for example, utilize this feature so that the brake rods do not have to travel the length of the car around or through the unloading bays or wells. With a cylinder hanging onto each bolster, only a hose has to go to the cylinder on each truck. Pullman-Standard covered hoppers, now made by Trinity, have this feature. Trucks on cars like these covered hoppers sometimes have a slight dip on top of the

side frame to allow more clearance for the car's bolster and perhaps the lift-pull-jack pad; Athearn's common 100-ton truck in the "Blue Box" kits have the dip.

Progress and improvements

Today, truck designs are sort of stable but tomorrow, maybe not. The major truck suppliers today are Amsted and SCT; Buckeye went bankrupt, but has re-emerged as Columbus Steel Castings. Others in the fray are ABC-NACO, GG&W, RESCO, and TISC. SCT was founded by John Barber in 1896; the current basic Barber truck design, the S2, and its most recent version, the S2E, are now an industry standard. The Barber name continues to be used as the brand name for SCT's trucks.

But as train speed increases and carloads get heavier and heavier, like that transition to 125-ton cars, truck design must keep pace, with more and more attention paid to dynamics: what happens as the train starts rolling and the trucks have to react under load to speed and track conditions. It is important to remember, too, that all loads are not coal or grain, which can handle some bouncing and shoving. Things like finished autos, parts and rolled steel for their fabrication, and rolled paper are just some examples of items that need tender handling by truck design and end-of-car cushioning as well. And who knows what is in some of those containers that are hauled! A video showing 1950's era freight trains reminded me that, years ago, much of the freight car fleet consisted of standard boxcars, plus, of course, flats, gons, tanks and hoppers. But the boxcars, lots of them, all basically the same 40-foot XM's, tended to carry a wide variety of loads: grain, autos, rolled paper, steel coils, and so on. Today an advantage is that there are specialized cars for many commodities; covered hoppers, auto racks, auto parts, container well cars, and coil steel cars come to mind. Since the cars are so specialized, truck designs can be optimized for the load, such as the best wheel size, wheelbase, springs, snubbers, and side bearings. CSX tailored its Big Blue boxcars for hauling newsprint.

Looking to the future, some railroad executives are in favor of freight speeds of 90 mph, up from 65 mph. This probably doesn't apply to coal trains but goes back to the subject of large intermodal traffic growth in the past few years and even more growth foreseen in the future. Roads will have to add capacity to keep up, and an increase in train speed is one way to do it. The additional speed may also help the railroads recapture some lost businesses as well, perhaps transcontinental fruit and vegetable/food haulage.

The heavy weight and high-speed design problem is so tough that, worldwide, scientists and engineers are studying it with big and complicated computer programs. NUCARS is one example of a simulation used by AAR researchers at TTCI. Engineers call the problem "nonlinear", and it is so complicated because there are many pieces on the truck moving in different directions, under a variable weight load and numerous sources of mathematically messy friction, both the static kind and the dynamic kind. The train may be moving fast, but some important events occur more slowly. The system has many inputs and the truck's behavior is not easy to predict. But linear systems, usually simpler, have hidden gremlins, too, like those rocking covered hoppers. To solve all these problems, engineers doodle a design, calculate or simulate, build a model, do some experiments out in the field, and then head back to the drawing board and improve the design. Finally, hopefully...a finished design!

Truck performance

There are at least two key truck performance terms that have to be discussed: hunting and warp. Both hunting and warp are related to the swiveling performance of the trucks on cars. Think of hunting and warp as the sneezing and sniffing symptoms in a cold, with poor swiveling being the virus. Problems like these shouldn't be surprising; trucks are, after all, big and heavy and put together with big and heavy parts, with things held together with springs, weight, and friction. Only problem is, each truck is supporting 50 or more tons and moving today at 50 mph, or more, on good, but still not perfect, track.

Hunting is that tendency for cars - most often empty cars or light ones moving at speed - to bounce or coast back and forth from rail to rail even as the train proceeds along a perfectly straight route out on the plains. The period of the bouncing depends on track conditions and train weight and speed, but the problem is too dangerous to allow to exist, as flanges are ground away and thinned and railheads are likewise worn. The thinned flanges will tend to pick switch points and the worn railheads will tend to crack. Hunting can be reduced or prevented by controlling the ease with which trucks can swivel, often by modifying the center and side bearings on them. To gauge their progress, engineers modify a truck and see if the hunting onset speed has increased on their test train. Modelers, too, pay close attention to the swiveling performance of trucks on their cars. Their solution is in the tightness of the #2 truck mounting screws, at least in

HO, but hunting is not an issue for them, except when they drop one of the screws and have to crawl around looking for it. Been there, done that.

Warp is the situation where the truck loses its square shape as the car rounds a curve so it sort of looks like a parallelogram. The axles tend to remain parallel to each other but are no longer perpendicular to the sideframes. One way warp can occur is if the swiveling of the truck is too stiff, so as the car rounds a turn, the truck warps. Warp can also result from excessive hunting, after a truck bangs off a rail. A certain amount of warp is not surprising since trucks are not made rigid on purpose; some flexibility is desired. The result is that all four wheels on a truck don't support an equal load and there is a greater tendency for some wheels to climb an outside (and higher) rail as the train rounds a curve at speed or to dig into the inner (and lower) rail and damage itself or wear the rail. In addition, friction increases on the curve and the rails may tend to spread. The hope, at least, is that the truck's equalization properties remain so all four wheels stay in contact with the track. RESCO has an experimental truck with a warp, that is, an out of square measurement, of 0.12 inch, on a 12° curve, apparently good performance. This amount of warp sounds mighty small and gives you an idea just how tough the design problems must be. RESCO's design improves the warp performance of the truck, "squaring" it, by using a steerable approach, not unlike the type of long wheelbase locomotive trucks that are sometimes used. Apparently, the design throws in cost and weight savings, too.

Can it be done?

Can three-piece trucks be redesigned from scratch to greatly improve performance rather than the current process of modifying and improving current designs? Probably some day, but right now major changes are not being made on a large scale. A review of *Railway Age* articles shows that redesign has been a constant discussion issue for years. Things like the new RESCO design will be studied and probably be tested on the new 125-ton capacity coal hoppers and gons. Stay tuned. Ten years ago, SCOT started looking at trucks made from composite materials, working with Lockheed-Martin, which had a lot of experience with the material in its aerospace work. It appears that no one could be interested in testing the design on their railroad, with little more interest shown in the years since. No surprise there. With growing traffic, railroads, being generally conservative and often leaving innovation to someone else, are

reluctant to experiment while traffic grows and customers demand better service. I wonder if SCT's composite trucks were one-piece designs, like our HO plastic trucks?

Floating frogs

The technology side of the rail industry no longer treats wheels and track as separate entities. Now they look upon this as an interface with problems that are solved by studying and improving either or both sides. There are no "bad guys"; when the interface is improved, both sides are sure to prosper. If wheel design or fabrication can't be modified somehow to improve some objective, the engineers (like those R&D guys at AAR's TTCI, for example) look at track and rail to see if some modification on that side of the interface can help. In the field, this partnership means that track and wheels both have to be well maintained in order to meet the performance designed into them.

Here is an interesting example. I've probably mentioned it before, but I was fortunate enough to do some railfanning out in central Ohio a few summers ago on the way to the 2005 NMRA Convention. Out in Ohio, there are lots of east-west lines (the east coast to Chicago with lots of intermodal traffic) and a lot of north-south lines (the south to the Great Lakes with lots of coal and ore traffic). They cross at grade and often with crossings that are close to ninety degrees. Sharp crossings don't seem to be as common here in the Northeast, and I guess the sharpest one with the heaviest traffic in our listening area that comes to mind was up in Voorheesville, NY, where the NYC/PC/CR line into Selkirk crossed the D&H Albany line from Delanson to Kenwood Yard. When a coal or ore train goes over one of these crossings in Ohio, the railfan hears music, as he shoots away photos while the loaded hopper cars bang over them. The railroad management hears money being lost because of the high maintenance costs of these crossings. Track inspectors have to check busy crossings frequently and get MOW crews on site, wrenches and welding torches in hand, to put the track back up to standards. While they repair, the trains that make the money sit and wait.

When approaching a sharp crossing the wheel rims roll along on top of the rails, but when they get to the sharp crossing there is a complete gap in the rails due to the crossing route cutting through the running rails. On crossings with smaller angles, there is no gap - the wheel rim is always supported by at least part of a rail head - and while the train probably makes noise going through, pounding is less than

on, say, 90° crossings. As the wheels bounce over the gap on these crossings, you hear the pounding. Just about everything gets pounded; both the wheels and the crossing's parts. But consider that prototype wheels have flanges about one inch deep, and if you somehow add little ramps in the flangeways of the crossings, you may be able to coax cars to lift their wheel rims above the rail surfaces, maybe, say, to one-sixteenth of an inch, and ride over the crossing supported on the wheel's flanges. The modified frogs in this crossing are called Flange-Bearing Frogs (FBFs), which have a chance of working, since prototype flanges are strong and well controlled to that one inch depth. If there happens to be a defective wheelset with shorter depth flanges, well, ok, the FBF trick won't work on that one, but the car probably will not bounce as much. Incidentally, if the ramps are put on only one route, say, where the coal train's route crosses a lightly used branch, the LBF is called a One-Way Low Speed (OWLS) crossing. Don't look for either kind in the hobby shop any time soon. Many modelers, myself included, although I think I'm starting to improve, will keep any kind of wheels on their cars as long as the car does not derail. Remember those huge HO flange depths in the days before the NMRA S4 standard?

Nevertheless, the prototype guys are interested - again, like a lot of today's track and truck development work, FBFs are a TTCI 125-ton related project - but there are lots of questions that need to be answered before the FBF idea can be implemented. Is the idea practical? How long do the ramps have to be? How tall can they be? Will the ramps damage already chipped flanges? Will they prevent cracked wheels or help to crack wheels that are already defective? What should you make the ramps out of, and how do you hold them in place? How long will they last? In addition, can you be really clever so the ramps can be added to existing track work without having to put in new crossings? As usual, lots of engineering is required but with a big payoff, perhaps carrying the FBF technology over to all main line turnouts and crossings. Now you are talking real savings; bring on those 125-ton hoppers!

Column repair

As I hinted last month, something is always changing in the locomotive business. It almost does not pay to write an overview column, because it will be out of date the next day, even if you manage to get everything correct when you finish the column. One big item I missed was the order by China of 300 dual-boxcab JT56-

ACe 6000 hp locomotives from EMD, quite a feather in the cap of the ex-GM diesel manufacturer. I think they are in kits; as an HO modeler, I thought the locomotive kit business was over! And did I mention NS's ES40DC order from GE?

Another big item I missed was the publication by Kalmbach of their **Locomotive** magazine last month. If you like diesels - old or new - check it out. Perhaps it's a nice holiday stocking stuffer; mine came in the mail the day I e-mailed the November column to the Bat Cave. And for some extra reading, just in case you are running out, try to locate a copy of the September 2006 issue of **Railway Age** (RA), maybe from a friend in the rail business or at a large local library. This issue, almost unbelievably, marks RA's 150th publishing anniversary and it is refreshing to celebrate such a big birthday with many generally positive articles about the future of the railroad industry.

End of column and end of year

You will receive this copy of the **Bulletin** just before the great year-end holiday season. Observe and celebrate the holidays with joy. And I certainly hope that railfan/modeling wish list of yours fell into the proper gift-giving hands!

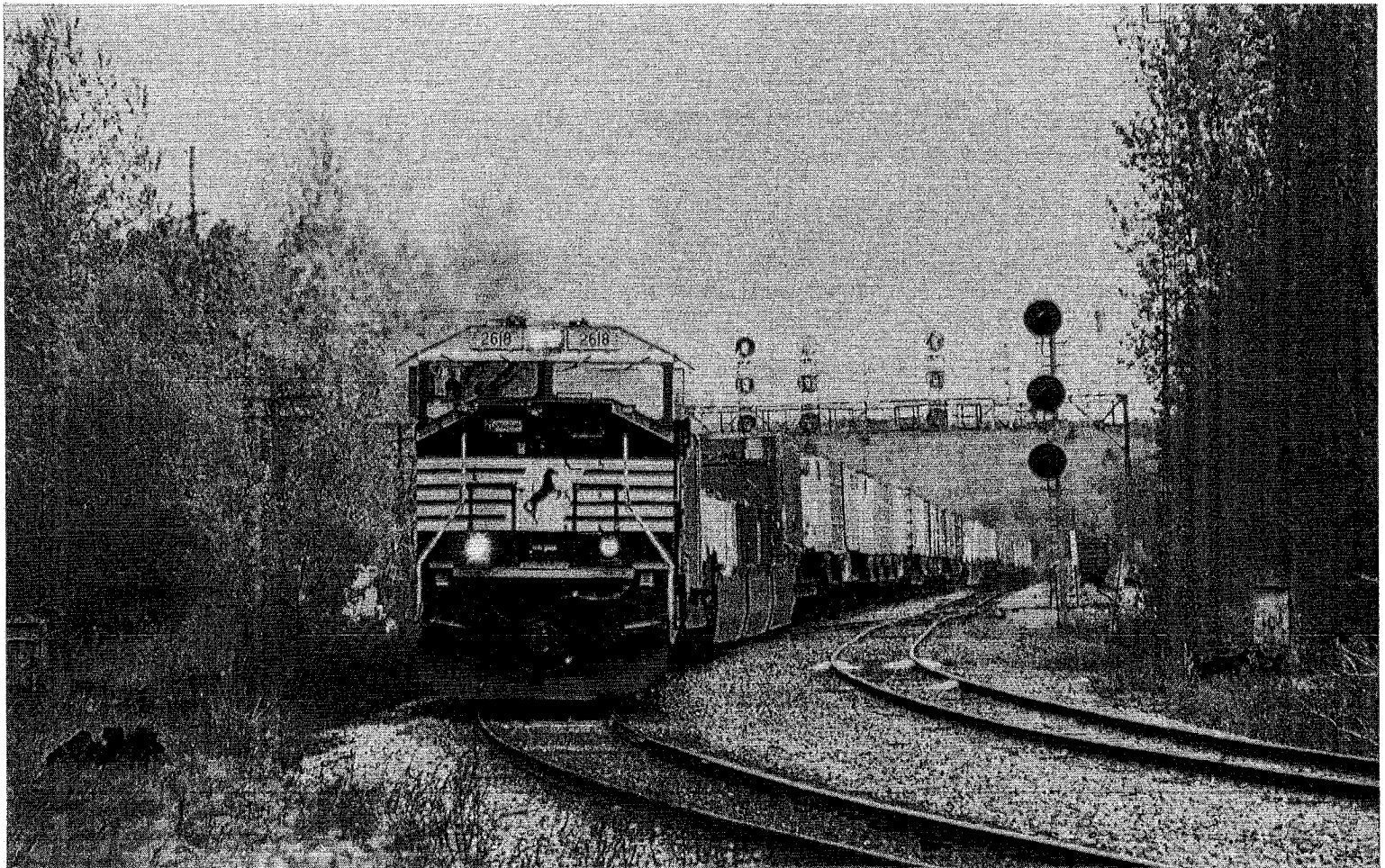
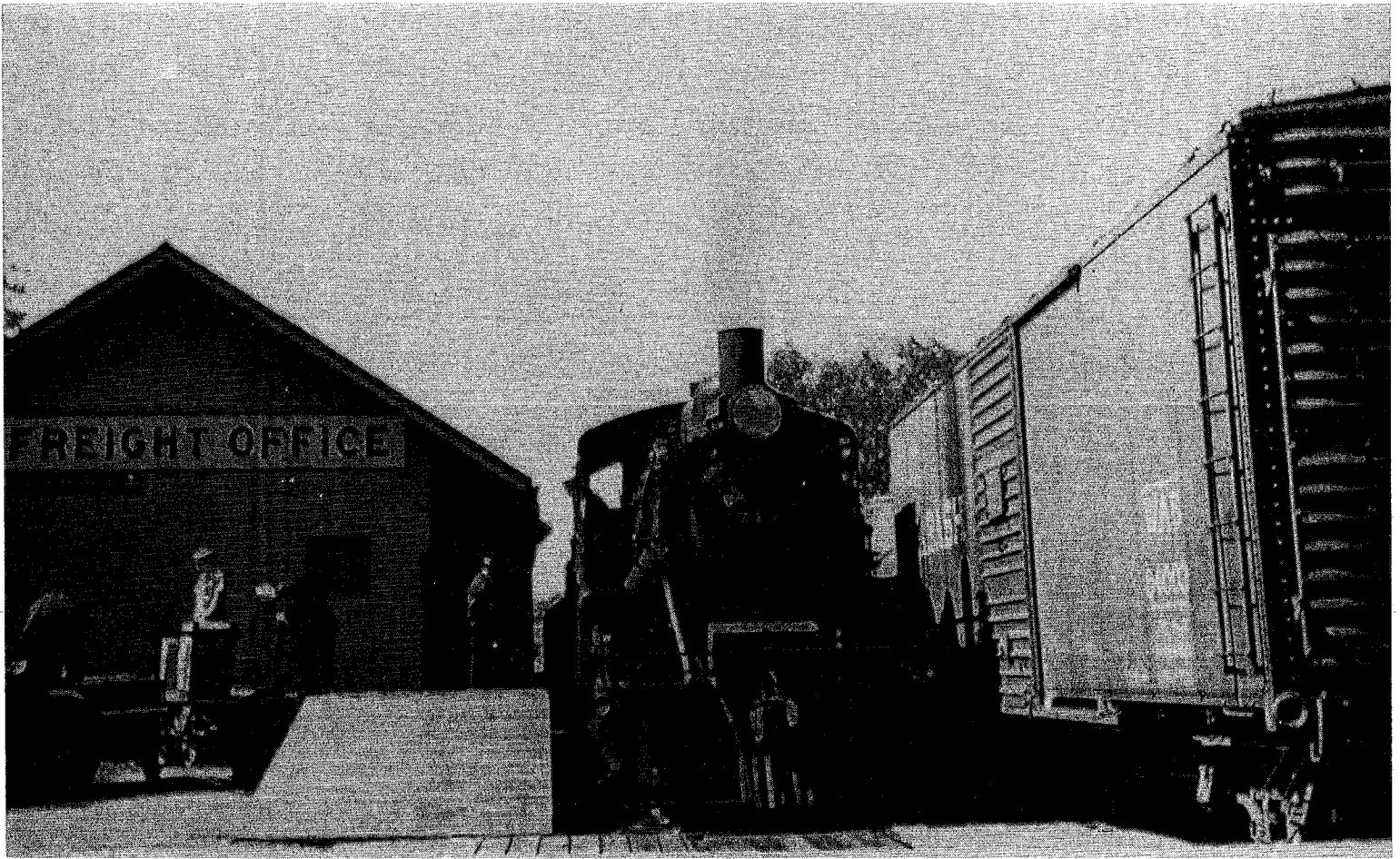
D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

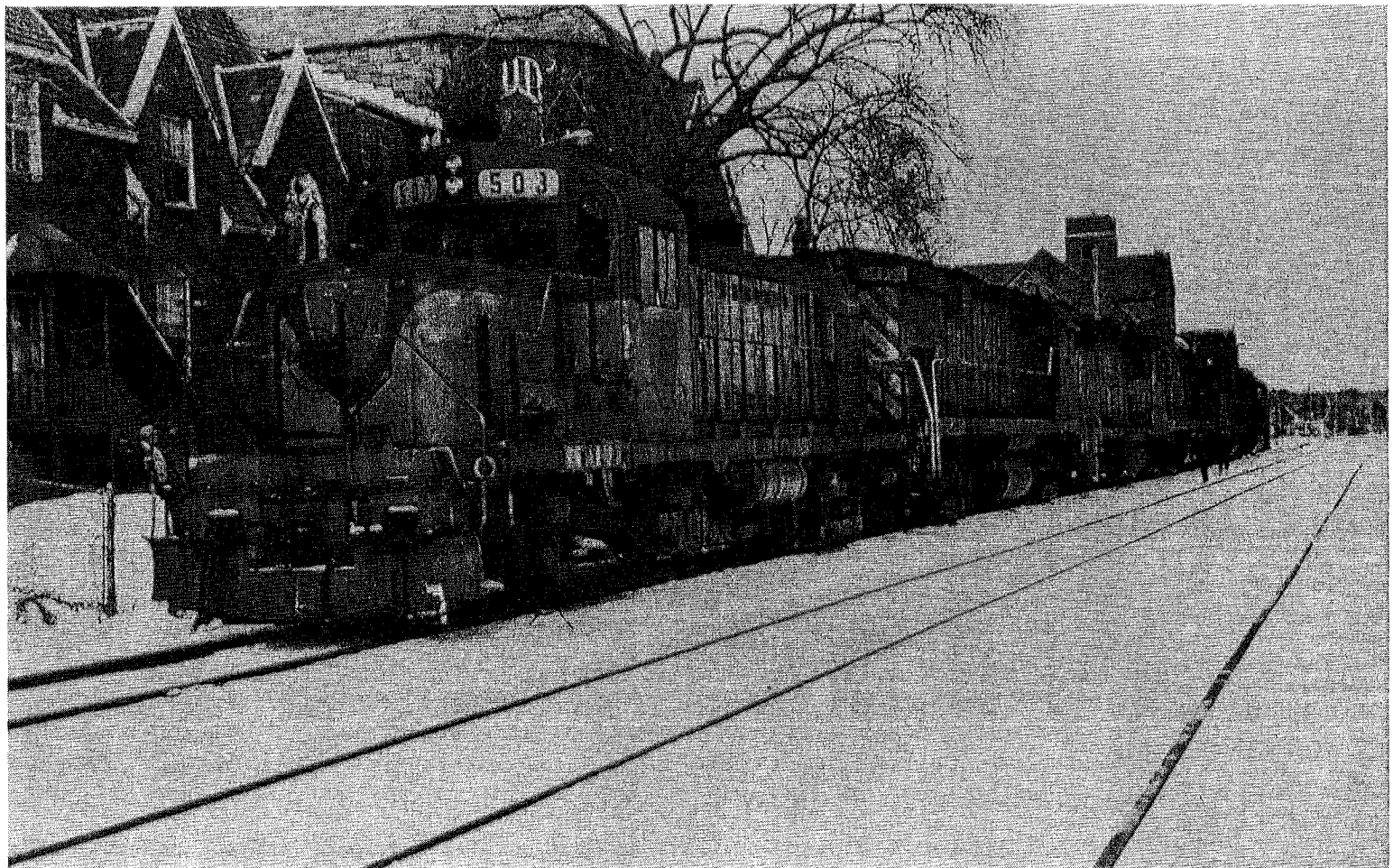
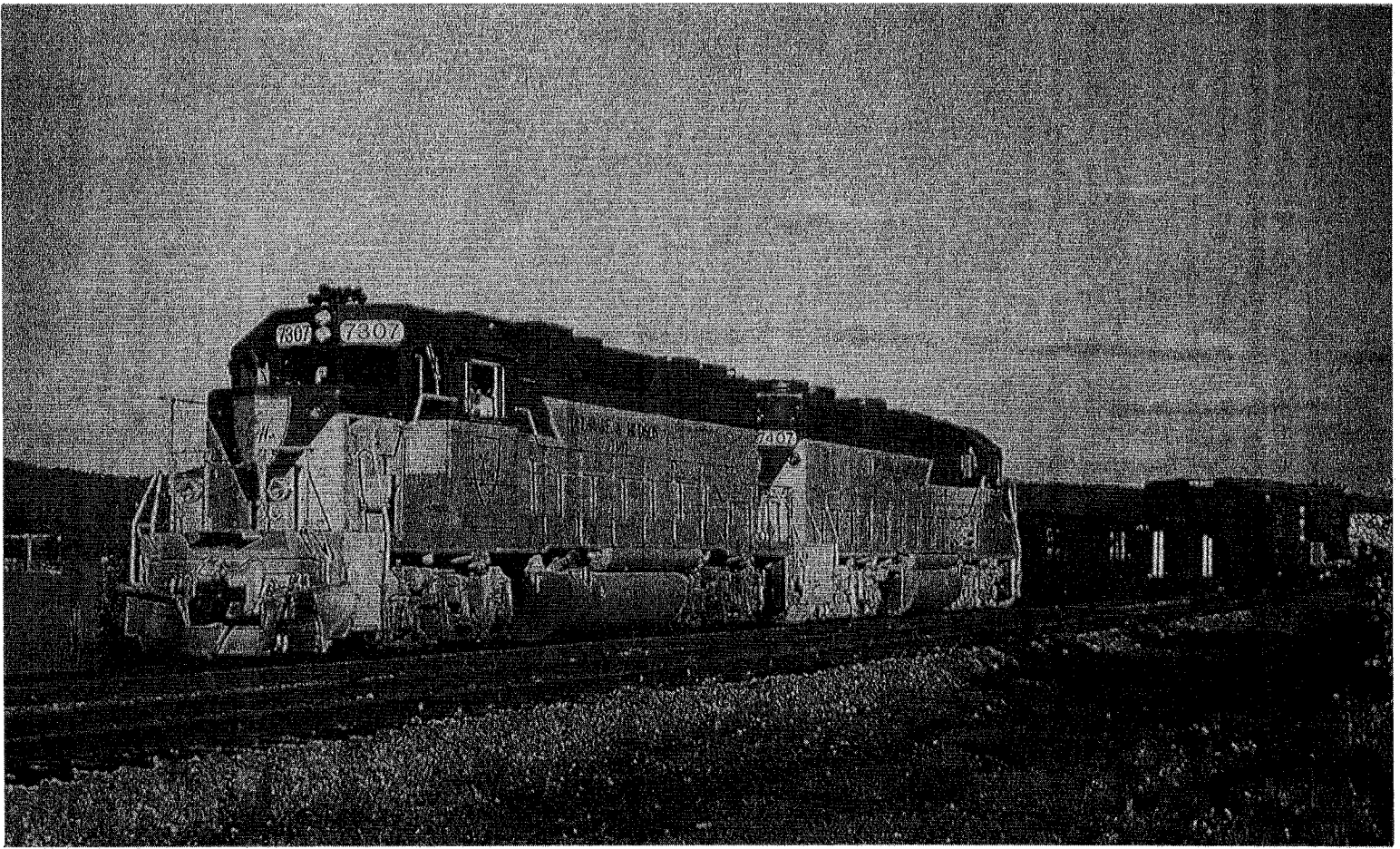


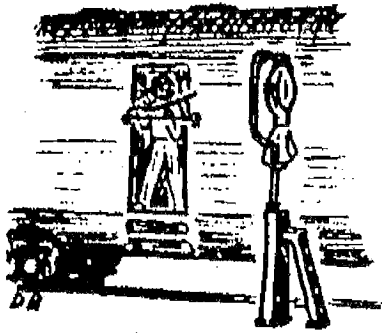
Photos on page 11:

Top: D&H northbound milk train at Salem, NY, fall 1940. Standing on platform is John F. Rourke, Supervisor of Track on Rutland & Washington Branch. Collection of Daniel J. Rourke.

Bottom: NS SD70M 2618 leads NS haulage train 169 past the CPF483 signal bridge as it passes through Mohawk Yard in Glenville, NY. Tonnage on this train continues to be impressive, with consists sometimes nearly two miles long after picking up the Pan-Am/B&M interchange at Crescent. May 10, 2006 photo by Gary R. Schermerhorn.







The Mail Car

Mail from our favorite source - our readers!

Photo Correction from Steve Ross

I just received the October *Bulletin* and question the date of the top photo on page 12. It could not have been taken in 1976, as RS3m #502 was delivered that year from Morrison-Knudsen wearing lightning-stripes. It was not painted into the zebra stripe scheme it wears in the photo until sometime in 1980. The paint doesn't look particularly fresh, so I'm guessing the photo was taken in 1981 or 1982.

There have been a number of interesting pre-Guilford photos published in the *Bulletin* that are credited to **Steve Lackmann**. But most of them appear to be from at least five years after the caption date of 1976.

Plattsburgh Update from Bob Bergevin

The following was sent to **Bob Lowe**:

Permit me to correct an error many have made regarding the location of the Bombardier plant in Plattsburgh.

When the PAFB closed so quickly, with such a surprise to all of our community, there was a process to hand over such property to a local agency to operate the transfer of the property from the USAF to the community, or to an agency to maintain and transfer the assets. There was a little "turf war" between the City of Plattsburgh and the Town of Plattsburgh, as the USAF property was located in both jurisdictions. Two political agencies had to come to an

agreement as to who would be the agency to carry out the transfer. In time, an agency was formed with board members from each political group, and the board would hire a person to lead the transfer. The agency became PARC.

During the same period, Bombardier won a bid to begin to build transit equipment for the New York City areas, as you well know. I think that one of the requirements was that the equipment needed to be built or put together in NY State. Bombardier was already building equipment for Boston MTA in Barre, Vermont, and could not use that facility as they were busy, and wanted to make use of the transportation of car shells close to the Quebec facility. A plan to use the western end of the PAFB property as an assembly area was proposed to the brand new PARC Board.

The transfer of the property had to be made from the USAF to the PARC Agency before anything could happen. The wheels of the federal government turn *very* slowly, while the Bombardier business was full speed ahead. The city government had property for its public works garage and service facilities across the street (actually US Route 22) from the west end of PAFB, was inside the city limits, and had water, sewerage, and best of all, the best electric rates in NY State! An offer was made to Bombardier to purchase the excess land and build there. Also handy to have was an active railroad siding that was servicing a paper mill in the adjacent area. There was a transportation hang-up with the Barre facility and caused switching problems for them there. Not in Plattsburgh.

The deal was signed quickly and construction started. In addition to the property they bought, Bombardier got a chance to buy the public works property later, when the title of the base passed, and the city would move to a location there. How neat! The assembly plant is actually on Wall Street, and across the highway from the west gate of the base, adjacent to exit 36 of I87, so that the car shells could arrive with little trouble.

Shipping the finished cars became a slight problem, as the paper mill was in the process of shutting down. The rail connection was convoluted to ship cars, and the plant needed a test track with third rail service to test the final cars. I'm not sure how it happened, but the rail spur on the base that ended at the central heating plant was extended about a half mile across US Route 22, and connected to the Bombardier plant. Now there was space to store finished cars on the now-unused paper mill siding, which came in handy when the MTA could not accept the new cars as fast as the plant turned them out. At one time

there was a long line of finished product on display from the highway.

Now that the connection was made onto the base property, Bombardier took over a warehouse facility on the base and turned it and the tracks into a third rail test track facility, directly adjacent to the CP/D&H main on the east side of the base.

All seems to be okay now, as Bombardier seems to be getting small orders and some larger orders for other transit systems. They are building bi-level cars for the Salt Lake City area at this time. Meanwhile, the Barre plant shut down after it finished doing the Amtrak cars for the Northeast line. Plattsburgh built the power units. Things are good, but the assembly facility format and the employment cycles tend to vary according to sales.

We have had a great new piece of information regarding the property of the base. The Clinton County Municipal airport is going to move to the property and operate from there. A passenger facility of some size is in the process of construction, and an aircraft service/repair facility has signed to take a sizable presence there. Our community college and a regional technical training center will begin aircraft A&P programs to provide trained mechanics from the North Country. The facility will perform aircraft structure checks as required by the FAA and other worldwide agencies. The building facilities are under construction and the plan of the Canadian company is to expand as soon as possible. We already have a Pratt & Whitney Canada engine test facility operating. It looks as if the dark days are over for the base.

Almost all the property has been sold and turned into taxable property, and the city and town seem to be quite pleased. The PARC Agency has less and less to sell and the properties are paying taxes.

That is a long note just to tell all that the Bombardier plant is not really on the old AF base, but it really has a presence there!

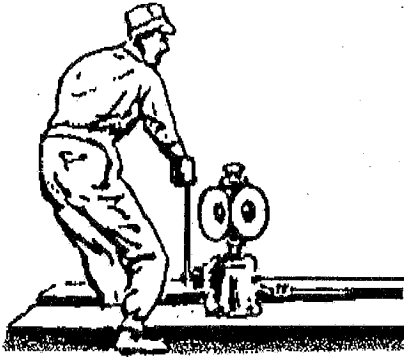
Search for the Shield from Stephen L. Wasby

On Monday, September 25, 2006, I was at Rochelle, Illinois, at the train-watching park there. At 1537 hrs, a westbound UP freight (led by UP 2957 and 3091) went by; it had four D&H grain hoppers (two together, then the other two individually at various parts of the train); they were marked NRLX. The train was moving fast enough for me not to get car numbers; these were not old cars.

Photos on page 12:

Top: D&H 7307 and 7407 lead train, likely near Binghamton, NY. From a JPG via the internet; photo by Sam Botts.

Bottom: D&H light engines at Cohoes, NY, behind Cohoes Public Library. April 1976 photo by Steve Lackmann.



Industry News

general industry news
most items from **Rob Dennis**

D&H "Toys for Tots" train 2006:

December 9: Binghamton to Delanson

- Binghamton Yard: MP 615.3, west side; North end yard crossovers, 10:25-10:55
- Sidney: MP 576.10, west side; West Street crossing, 12:05-12:35
- Oneonta: MP 553.65, west side; Gas Avenue, 13:15-13:45
- Cobleskill: MP 516.6, west side; south end of fire company fence, 14:40-15:10
- Delanson: MP CPF 499, east side; Railroad Avenue, 15:45-16:15
- Train will deadhead to Albany.

December 10: Albany to Plattsburgh

- Albany: Kenwood Yard, 07:30-08:00
- Mechanicville: Elks, west side, 08:50-09:10
- Saratoga: station east side, 09:50-10:10
- Fort Edward: station west side, 10:40-11:00
- Whitehall: station east side, 11:30-11:50
- Port Henry: station west side, 12:45-13:05
- Plattsburgh: station west side, 15:00-15:20

Holiday Train 2006, U.S. Northeast

schedule...The Holiday Train will embark on its journey December 1 in Scranton, Pennsylvania, finishing December 3 in Rouses Point, NY. From there it will continue on to southern Ontario and the U.S. Midwest. Entertainers include Milwaukee folk-rocker Willy Porter, Nashville bluegrass/country singer-songwriter and former New Grass Revival guitarist Pat Flynn and Canadian Country Music Association Hall of Famer Tracey Brown.

All times are approximate. Plan to arrive at least 15 minutes early and check the arrival time prior to attending the event, as this schedule is subject to change.

Friday, December 1:

- Scranton, PA: 5:30-6 p.m. at Steamtown National Historic Site, Lackawanna Avenue
- Binghamton, NY: 8:45-9:15 p.m. at East Binghamton Rail Yard, Conklin Avenue

Saturday, December 2

- Oneonta, NY: 4:15-4:45 p.m. at Gas Avenue railroad crossing
- Cobleskill, NY: 7:15-7:45 p.m. at Cobleskill Fire Department, 610 Main Street
- Delanson, NY: 9-9:30 p.m. at Main Street railroad crossing

Sunday, December 3

- Saratoga Springs, NY: 12:45-1:15 p.m. at Amtrak station
- Fort Edward, NY: 2:30-3 p.m. at Amtrak station
- Whitehall, NY: 4-4:30 p.m. at Amtrak station
- Ticonderoga, NY: 5:45-6:15 p.m. at Pell's Crossing, Amtrak waiting area, Route 74 (Fort Ti Road)
- Port Henry, NY: 7:15-7:45 p.m. at Amtrak station, west side stop
- Plattsburgh, NY: 10-10:30 p.m. at Amtrak station
- Rouses Point, NY: 11:30-midnight at Rouses Point station

Tales from the rails: Bill Bibby shares

some 37 years of stories...Railroad retiree and storyteller **Bill Bibby** shared some of his tales from the rails during an excursion train trip Oct. 5 from Thurman to North Creek. Bibby worked for the Delaware & Hudson Railroad for 37 years before retiring in 2004.

"This ride today is very reminiscent of riding this train in the 1950s", said Bill Bibby, as an Upper Hudson River Railroad excursion train pulled out of Thurman, bound for North Creek. The excursion on Tuesday was part of a groundbreaking celebration for the new Thurman station, to be constructed next year. Government officials heralded the rail line as a catalyst of economic development.

Bibby, who worked 37 years for the D&H and its successors, talked more about his long-time connections with the rail line. As a child, he traveled with his mother from North Creek to Saratoga Springs via rail for routine shopping trips. Passenger service along the line ended in 1956, but his connection with the rail continued.

Bibby's father worked for the D&H before him. As early as age eight, the son would tag along with the father to work. "It was tag-along work. I'd get an ice cream cone at the end of the day", he said.

In his early teenage years, Bibby earned spending money sweeping out the North Creek station.

On June 25, 1967, he started working for the D&H as a brakeman. "I graduated (from high school) Saturday night. Sunday night I went to work for the Delaware & Hudson Railroad. I was 19 years old", he said. The pay was \$25.27 for an eight-hour shift. The job of a brakeman consisted of coupling and uncoupling rail cars as part of the process of switching them to a different track.

During Tuesday's train ride, Bibby pointed out various landmarks and talked about their historical significance. One story would flow into another, as each story would remind Bibby of yet another anecdote. A branch off the main line was a route for transporting paper, sawdust, feed and coal in and out of Warrensburg, he said. Warrensburg Board and Paper Co., Pasco Feed and Emerson Coal all depended on rail for transportation, he said.

North Creek, on the other hand, depended on the rail line to bring New York City tourists to the area. "North Creek, in its evolutionary years, was really put on its foundation from the ski trains", he said. International Paper Co. at Corinth relied on the rail line, and there was a sand distributor at White's siding, south of Corinth. The company sold boxcar loads of sand to the railroad. The railroad spread sand on the rails to provide traction if it rained or if rails were covered with leaves, he said.

Discussion of the sand operation reminded Bibby of Stillwater siding, located farther north between North Creek and Tahawus. Crews would split 80-car long trains into two smaller trains in order to make it up the hill, a term called "doubling the hill", he said. "They had three locomotives pushing that train", he said. Talking about the route to Tahawus reminded Bibby of when he used to ride along in the caboose as a youngster. There was a coal stove, an ice box and all sorts of tools. "One of the things I remember most was the venison stew cooked at noon time", he said. "That was our refuge from the storm. It was a sanctuary for railroad story telling."

As the train approached The Glen, a siding south of Riparius, Bibby recalled a tragic rail accident that occurred near there on August 26, 1946. A scheduled passenger train was coming north from Saratoga Springs, while a special run taking children home from a summer camp was coming south. The engineer of the southbound train should have pulled on to the siding, but didn't, causing a head-on collision. "The northbound train had rights over the southbound train. He was supposed to be

there", Bibby said. Engine 451, the lighter of the two, was headed north. For some reason, no one knows just why, the engineer of southbound Engine 503 didn't pull off.

"They didn't do it - mental vacuum", Bibby said. "Both of those locomotives were cut up into scrap right up there - never ran again." Bibby pointed to a marker along the tracks that memorializes the wreck.

From there, Bibby's story-line reflected back to childhood, when the railroad was the major means of transporting appliances and large goods. Montgomery Ward shipped items from a warehouse in Albany, he said. "Like UPS today - that's how it came to these small towns", he said. "I got my first bicycle in a railroad car." It was in 1959. Bibby was 12 years old. A baggage handler handed it down from the rail car to him. "He said, 'Here Billy, here's your bike'", Bibby mused.

The agent/telegraph operator at North Creek station was James Parkas. Parkas' assistant used to roll his own cigarettes using Bull Durham tobacco. "But his tie and his shirt were all burned with holes from the process of lighting those cigarettes", Bibby laughed. The station was a hub of activity in North Creek. "It seemed to be the headquarters of news and information", he said. Bibby retired in 2004, and now builds model railroad layouts and tells railroading stories. "I went from the big trains to the little trains, if you will", he said.

Bibby's face lit up as he pointed out the window at a house near Riverside station. "Old Joe Coates lived there", he said. "He was my mentor to get me on the railroad when I hired out." Back then, you had to know someone with clout to get a railroad job, he said. Bibby started talking about how railroaders are like a family, which led him to mention Tippy No Toes, a hobo who lost several toes because of frostbite. "Many a night at Mechanicville I shared my lunch with him", Bibby said.

Hobos were part of rail life, he said. "But they weren't bums. It was part of a lifestyle", he said. "Years ago hobos had their marks - their own special marks" to designate which families along the rail line were generous, he said. Bibby said he tells stories about railroad life, because the lifestyle is disappearing. "What you see is a full-blooded Irishman, but not just an Irishman", he said. "You're talking to a guy that saw it, and lived it and worked it from the time I was a kid."

Storytelling is a calling, he said, similar to the way followers of Jesus wrote down what He did in the Bible. "Not to sound like Billy Graham ...", he said. "Maybe

we should get a pot of soft coal going", he said. "Right now looking out the window you wouldn't know what year it was. We're re-enacting." Soon after that, the train pulled into North Creek station, and the storytelling was over.

Glens Falls Post-Star

DMU for Saratoga commuters?

New York officials are vying for a chance to conduct winter testing of a prototype commuter train now being tried out in Florida. "We are actively working to have the cold weather test done in this region", said John Egan, director of state Senate Majority Leader Joseph Bruno's High Speed Rail Task Force.

The Florida Department of Transportation is testing a vehicle called a DMU - Diesel Multiple Unit - manufactured by the Colorado Railcar Co. under a Federal Railroad Administration demonstration project. The FRA requires that a two-month portion of the two-year demonstration take place under winter conditions on tracks with "substantial grade and curvature", said Steve Kulm, a spokesman for the federal agency. Egan said the train could be a vehicle to introduce commuter service between Saratoga Springs and the Rensselaer Rail Station. It also could be used on a current Amtrak run between Albany and Montreal.

Florida DOT has begun its test between Miami International Airport and West Palm Beach with one of the motorized DMU cars, said Nazih Haddad, manager for passenger rail development at Florida DOT. Florida is awaiting delivery of an additional power car and a middle car for the first train and a second full three-piece train set, Haddad said. While the state hopes to have two full trains operating by January, severe weather testing will have to wait until next winter, he said.

One selling point for the trains is that they can operate on "heavy rail" tracks used by freight and passenger trains, but they do not require full-sized locomotives. The power cars include seating. Each power car can hold about 180 people, and a center car can hold about 220, Haddad said. The Florida testing is taking place on an existing commuter line, Haddad said. Other locations being considered for winter testing include Wisconsin, Vermont and a rail line north of Boston, he said.

The Saratoga-to-Rensselaer run that the Senate High Speed Rail Task Force is mulling would be the region's first venture in several decades into commuter rail north of Albany. Previous examinations of light rail service between Saratoga County and Schenectady or Albany have failed to gain momentum with regional transportation

planners. "We believe this is a market for commuter rail", Egan said, but he cautioned: "Believe me, we are in a minority on this." Amtrak already provides passenger service to Montreal, but Egan said the situation isn't ideal. "It's a big, long train", he said. "It's heavily subsidized by the state, now. Our feeling is that if there's a better piece of equipment that can be used more economically than a long train, then we should try to find it."

Albany Times-Union

Third-quarter results show CPR increases revenue, contains costs...

During the third quarter, Canadian Pacific Railway increased revenue 4% to \$996 million, and despite higher fuel costs virtually held operating expenses in check at \$758 million, compared with 3rd-quarter 2005 data. As a result, the Class I's quarterly operating ratio improved 3.2 points to 74.2.

Grain revenue increased 18 percent, industrial and consumer products revenue rose 13%, sulphur and fertilizers revenue went up 10%, and intermodal revenue increased 8%, helping offset a 25% decrease in coal revenue. In addition, CPR's third-quarter income increased 24% to \$149 million and diluted earnings per share rose 26% to C94¢ compared with similar 2005 data. However, net income of \$144 million dropped 20%, primarily because of the foreign exchange's impact on long-term debt and a one-time special reduction.

"I am very pleased with our results", said CPR President and Chief Executive Officer Fred Green in a prepared statement. "Our operating metrics, which measure how well our railroad is running, are excellent." During 2006's first nine months, CPR's revenue increased 4% to \$3 billion, net income rose 60% to \$577 million, diluted earnings per share went up 25% to \$2.47, and the operating ratio improved 2.1 points to 76.2. Operating expenses increased slightly to \$2.3 billion.

Scenic line out of North Creek hits bump en route to Saratoga Springs ...

Right now, John Riegel feels a bit trapped. A washout on the tracks linking his scenic rail operation in this Adirondack hamlet to the mainline at Saratoga Springs prevents him from moving his two locomotives and fleet of passenger cars off the branch. It's also one more repair that must be made before the dream of through-train service from Saratoga Springs to North Creek is realized. The collapse of a beaver dam during the summer washed out a culvert underneath the tracks in Greenfield, just north of Saratoga Springs. "If we had to get an engine in there, or ship a car out for wheel work, we can't", Riegel said Thursday.

But if all goes well, the tracks will be repaired by spring. And the rest of the line will be upgraded, opening the route in what has been a 16-year, \$12 million effort.

It started in 1990, when Johnsbury Supervisor Bill Thomas first suggested running a scenic train between North Creek and Riverside, both in the town of Johnsbury. The route follows the Hudson River and dates from about 1870. The Delaware & Hudson Railway ended passenger service on the line in 1956, and in 1989 suspended freight service after a titanium mine at the north end of the tracks at Tahawus, Essex County, shut down. Government agencies have been buying the tracks and fixing up stations. Last week, local officials gathered in Thurman, near Warrensburg, to break ground for a new station there. Riegel's company, the Upper Hudson River Railroad, began running its trains in 1999 from North Creek, and has two years left on its contract with Warren County. The county controls 40 miles of track, while the village of Corinth controls the remaining 17 miles from Corinth to Saratoga Springs. The UHRR, as it's called, employs about 25 people during the peak summer season. Ridership was off this summer, Riegel said, thanks in part to high gasoline prices that altered some visitors' vacation plans. But additional track work allowed him to extend his runs south to the 1000 Acres Ranch Resort in Stony Creek, just south of Thurman. Those trips have been popular, Riegel said.

He figures having access to the lucrative Saratoga Springs market will help attract even more riders. At the north end, plans to develop hotels and condominiums at the state-operated Gore Mountain Ski Area, and connect it with trails and lifts to the older North Creek Ski Bowl near the center of town, have hit some bumps. This summer, the state Department of Environmental Conservation said it wanted more information about the project, which includes about 200 housing units, before allowing the trail improvements to proceed. The Olympic Regional Development Authority then agreed more environmental review is needed. ORDA runs the ski areas at Gore and Whiteface mountains. Officials hope the projects will eventually be approved, helping North Creek, now typically a day trip for most visitors, to become more of an overnight destination. "The train in and of itself is not going to carry enough people to impact the economy", said Jack Kelley, senior vice president of the Saratoga Economic Development Corp. in Saratoga Springs, which drew up the first grant request at the behest of the late Gerald Solomon, who represented the district in Congress. "But it's going

to be the hook to put this area on the map."

Solomon's widow, Freda, joined officials for the groundbreaking ceremony for a new train station in Thurman, followed by an excursion to North Creek and back. U.S. Rep. John Sweeney, R-Clifton Park, said the project was an important one. "Tourism is a key part of the economy of the North Country", he said. "We have to provide our children and their children the option of being able to live here the rest of their lives."

The rail project has received about \$12.2 million in grants, and officials from Warren and Saratoga counties plan to seek requests for proposals to run the train service from Saratoga Springs to North Creek. "We hope to operate the whole line", said Riegel, who said the train receives no operating subsidy. He would like to add dining and lounge cars, and connect with Amtrak trains at the Saratoga Springs station. He said there are bed-and-breakfast accommodations all along the route. And Friends Lake, outside Chestertown, boasts several inns within a few miles of the railroad. "It would be huge" if the Gore Mountain project is completed, Riegel said. "We hope to bring (visitors) there by rail, to ski or golf."

Riegel expected the train to be busy this Columbus Day weekend, with advance ticket sales strong. With the exception of a special Polar Express trip Dec. 9, train service will halt at the end of the month. But Riegel's real hope is that, next year by this time, he will be looking forward to carrying skiers to Gore Mountain throughout the winter months.

Albany Times-Union

Copper thief gets shocking surprise...A man trying to steal copper wire from utility poles was electrocuted in a marshy area about three miles north of Mobile, AL. Two CSX railroad workers found the man's body, police said. The man's identity was not immediately available. The railroad workers found the body near the banks of the Mobile River, near the Akka railroad crossing, located north of Chickasabogue Creek, said CSX spokesman Gary Sease. Officer John Young, a Mobile police spokesman, said the man apparently walked to the site where his body was found.

"Our preliminary investigation shows that he was attempting to steal copper wires and inadvertently cut into power lines and was electrocuted", Young said. Alabama Power Co. spokesman Bernie Fogarty said that theft of copper wiring is an ongoing problem. He said he was aware of at least

one electrocution last year of a person attempting to steal wire. Fogarty said that a death occurred near Opelika.

It had not been determined when the man found near Mobile might have died, but apparently it was not long before he was found, because his body did not show signs of decomposition. The body was taken to the Mobile office of the Alabama Department of Forensic Sciences for autopsy, which should help determine the time of death.

Claudell Wilson, a CSX railroad signal maintainer, said that he and fellow signal maintainer Ed Gunter discovered the body when they went to the area to determine why electric power to railroad signals had failed. Wilson said he didn't get a good look at the body, but his partner told him the man was still clutching the copper wire that electrocuted him. According to Wilson, he and other CSX workers maintain the warning signals, as well as the 600-volt electric power lines that operate those signals alongside CSX tracks. Wilson said he was called out four times during the past week because of power outages he believes were caused by someone stealing, or attempting to steal, copper wiring.

When electric power is interrupted, a message is sent out indicating that a problem exists and someone is dispatched to fix the problem, Sease said. He said people aboard trains passing through the Mobile area were in no danger Monday because if electric power is cut to the signals, they turn red and train engineers stop. Engineers then radio railroad officials to determine if it's safe to continue past the red signals, Sease said. Fogarty, the Alabama Power spokesman, said most of the power company's electric wires are made of aluminum and have a steel core, but some electric power lines are made of copper. "Copper prices are high right now, and we have had copper stolen off our trucks, and some have been brazen enough to break into the yard at our crew headquarters and steal copper wire", Fogarty said. "Stealing copper wire or anything at our electric facilities is dangerous business."

Thieves who broke into LeFlore High School this summer caused major damage when they stole copper wiring and copper pipes. About a dozen classrooms were flooded in the incident, according to Mobile police. On Aug. 17, a Prichard man who was carrying a bag of copper, a saw and a crowbar was arrested and charged in connection with the theft of copper metal piping and wiring.

Mobile, AL Press Register

Body triggers dragging-equipment detector...A body was found under a moving

freight train on Oct. 8 at Chehalis, WA, but investigators don't know how it got there. Crews stopped the Union Pacific freight train to investigate around 4:40 a.m. after a monitoring device indicated that something was out of the ordinary on the BNSF line through Chehalis, spokesman Gus Melonas said. The crews discovered the body dragging underneath the train, and investigators were looking into how the person got there and how long the body had been under the train, Melonas said. The Portland-bound train, which originated from Tacoma, was delayed for over two hours during the investigation on the tracks. No other trains were delayed. Melonas did not have information about the gender or the age of the person who was found.

Tacoma **Olympian**

Train hopper hops last train... A Michigan man who had been hopping freight trains on Oct. 8 with his wife was killed when he fell from a rail car, police told the Associated Press. Jason P. Litzner, 25, of Macomb, MI, and his wife of eleven months had climbed aboard the car in Tacoma and were headed for San Francisco. The car was a type nicknamed a "suicide car" because it consists only of a frame for cargo containers. Also with them was a 20-year-old woman from Fort Lewis. She told police she felt a tap on the shoulder and then saw Litzner fall through onto the rails early Sunday morning. Litzner's wife was asleep. Chehalis police Detective Jeff Elder said the three had consumed half a bottle of wine, and also had half a case of beer with them.

Associated Press

Train bears fruit of success... Workers are putting the finishing touches on an \$18 million produce distribution center in the Rotterdam Industrial Park as they await the arrival of the first load of produce early next week. A train full of fruits and vegetables left a warehouse in Wallula, WA, on Thursday morning and is making its five-day journey across the country, stopping only for crew changes and maintenance. The 55 climate-controlled cars, pulled by a Union Pacific locomotive, are expected in Rotterdam by Tuesday.

The train is being tracked by satellite along the 3,000-mile route, and data from sensors in each of the cars are being collected and transmitted. Officials at the shipping company overseeing the project, Railex, were mum Friday on the trip, apparently wanting to make sure there aren't any kinks in the operation and that the debut goes as scheduled. So far, it's been ahead of schedule, according to the **Tri-City Herald** in Kennewick, WA, which reported that crews in Wallula completed

loading the train with 200 truckloads of fresh produce 45 minutes early.

The **Herald** reported the first train is carrying 15 carloads of potatoes, 15 of onions and 25 of apples. A few cases of pears also have been included. Last month, officials at Railex, a division of Ampco Distribution Services of Riverhead, Suffolk County, held job fairs in the Schenectady area to fill 150 positions at the new distribution center in Rotterdam Industrial Park. At the time, Railex spokesman Paul Esposito said the center eventually could employ 300 people.

Union Pacific and CSX Transportation are operating the trains, which is expected to reduce the cost of transporting the produce. Once it arrives here, the produce will make its way to retailers and consumers throughout the Northeast. The train is expected to use far less fuel than the 200 trucks that would have been required to carry the same amount of produce, Railex officials have said. A year ago, Neil Golub, president and CEO of Price Chopper supermarkets operator Golub Corp., told reporters that, with current shipping, "it costs more to ship a box of lettuce than the lettuce itself costs". Spokeswoman Mona Golub on Friday afternoon said consumers likely would benefit. "If that cost can be decreased for us", she said, "it can be decreased for customers at the retail level".

A shortage of long-distance truck drivers also is making it more difficult to find dependable ways to move produce, shippers have said. And traditional rail shipments take far longer, with more switching of cars between trains and handling of perishables. The two 55-car unit trains that were purchased for the produce operation will remain permanently coupled, moving back and forth between Rotterdam and Wallula each week.

New York State paid for \$2.735 million in track improvements at Rotterdam Industrial Park that also will benefit other park tenants.

Albany **Times-Union**

Manufacturers see rail lines as best way to ship... Manufacturing companies across northeastern Pennsylvania are rediscovering rail service, and economic developers are laying new track instead of ripping out what once was only an artifact of the region's steam-powered past. The reasons for rail's resurgence vary, from increasingly congested interstate highways and rising fuel costs, to the shift of rail-using manufacturers away from high-cost states on the eastern seaboard and logjams at ports of entry for international trade, local economic developers said.

Freight car traffic has almost doubled in 2006 compared to last year for the Luzerne County Redevelopment Authority, which owns about 66 miles of short-track

rail serving 32 local businesses, executive director Allen Bellas said. He expects about 2,500 freight cars on his rails this year, compared to about 1,300 last year. At times, Offset Paperback saves up to \$35 per ton by shipping carloads of paper stock from Canada by train instead of truck, said Joe Flaherty, manager of purchasing and inventory control. Today, the Dallas, Pa.-based book printer is one of the heaviest users of freight rail in Luzerne County, each year receiving about 1,500 train cars of Canadian paper at a Laflin distribution center. It would take three tractor-trailers to move the load within each train car, Flaherty estimated.

Massive links of steel were key to attracting companies such as Archer Daniels Midland and Coca-Cola to business parks in the Hazleton area that could bring hundreds of new jobs, Hazleton Can Do President Kevin O'Donnell said. That is why Can Do is in the process of laying 1,900 feet of new track in Humboldt North in Hazle Township, specifically for Archer Daniels Midland's planned cocoa processing plant. Roughly one out of every five manufacturers inquiring about northeastern Pennsylvania says it needs rail access, said Jim Cummings, president of Penn's Northeast, an economic marketing agency.

Now talk is even growing louder of the possibility of an intermodal freight rail center somewhere in northeastern Pennsylvania, a place that could combine the best attributes of freight rail, warehousing and trucking to move large quantities of international products. Without naming names or locations, Cummings said he was recently contacted by a developer scouting possible sites. The hottest area for rail development will be the Poconos, because of good access to both mainline rail and interstates, and because it has some of the largest tracts of buildable sites, said Larry Malski, chief operating officer of the Pocono Northeast Regional Rail Authority, which resulted from a merger of the Lackawanna and Monroe County rail authorities.

"It's very clear, 70 percent of the phone calls we're getting are from people moving out of New Jersey and New York metropolitan areas because of the high costs of taxes, utilities and land", he said. "They're finding the Poconos region, where we have land and sites, is where they want to be because they're out of the high-cost area." Malski's agency is building new track in Pocono Summit for Monadnock Non-Wovens, and in East Stroudsburg for Excel Storage Products. "That's what really raises the eyebrows of the people who live here", Malski said, "when they hear new rail is being built". Even in a region rich in railroad history and home to the Steamtown National Historic Site, economic developers say northeastern

Pennsylvania doesn't have enough rail to meet the new demand. Among the Greater Wilkes-Barre Chamber of Business and Industry's five business parks, there are few undeveloped sites remaining with rail access. Only five rail-served sites remain in the Crestwood Industrial Park in Wright Township, none in East Mountain, none in Hanover Crossings, and none in Hanover Industrial Park, said John Augustine, director of economic and entrepreneurial development at the Wilkes-Barre chamber. "We have a region strewn with rail lines, but most were in urban areas that today don't meet the needs of growing companies", said Luzerne County Commissioner Todd Vonderheid, a former executive at the Wilkes-Barre chamber.

The situation is similar in the Scranton area. "We have right now probably two or three sites that we could put a rail user on", said Austin Burke, president of the Greater Scranton Chamber of Commerce. The lack of rail-served sites has the Scranton chamber looking north toward Carbon-dale, where the Casey Highway has opened access to more land for industrial development with rail service, albeit at a higher cost. "There's some rail sites up there that are brownfield (polluted) sites that cost a decent amount to reclaim", Burke said. But the need for rail remains a priority, making reclamation a strong possibility. Rail access wasn't as important just a decade ago, so some non-rail users were placed in sites with rail service they don't use, economic developers say, which added to the loss of inventory. Augustine said he'd do it again, though, if it meant new jobs for the region. You can't sit on land waiting for a perfect client.

Mainline operators like NS and CP, two companies with main lines in northeastern Pennsylvania, have reinvented themselves. Once competitors, rail's best customers now include the nation's largest trucking and shipping companies, such as UPS, according to a rail industry trade group. Rail shipping still has some disadvantages; it might take six to seven days to transport product by rail, as opposed to two or three days by truck, and winter weather can create logistical problems. However, NYC-based rail analyst Anthony Hatch says the industry has fixed many of its flaws over the years, becoming more efficient and responsive through technology and upgrades. "The railroad industry has definitely undergone a renaissance over the past 20 years", said Tom White, director of editorial services at the Association of American Railroads, a trade group for the nation's rail operators.

White estimates that rail is three times more fuel-efficient than trucking. "We have two people operating a train with the equivalent of 300 truck loads so you don't

have to have those 300 drivers", he said. As more companies ask for rail-served sites, economic developers are looking for suitable property. Can Do in Hazleton, which has large tracts of undeveloped land, and new business parks such as Mericle Commercial Real Estates CenterPoint Commerce and Trade Park in Jenkins Township, may hold promise. Bellas, of the Luzerne County Redevelopment Authority, said CenterPoint is on his radar screen for new track development.

Bellas is also holding out hope that the authority can restore 70 acres in the Ashley rail yards to productive use as buildable sites, and that joint plans by the authority and the Greater Pittston Chamber of Commerce to develop the Avoca rail yards move forward. The state has awarded \$975,000 in funding to get the Avoca site ready, and inquiries about the site are already arriving, said Rosemary Dessoye, executive vice president of the Pittston chamber. "That was the last piece of the funding puzzle", she said, "and hopefully that's going to enable us to develop approximately 100 new acres of rail-served land."

Wilkes-Barre Citizens' Voice

If your brie tastes smokey, sue the railroad... Efforts to find a compromise between the Durango & Silverton Narrow Gauge Railroad and the Durango, CO community over coal smoke are continuing. On Oct. 19, a Train Smoke Mitigation Task Force will hold a public meeting in the Fort Lewis College Student Memorial Lounge to present the results of the recent feasibility study.

John Rimmasch, chief executive officer of Wasatch Railroad Contractors, will present the findings and recommendations of the study to the public at 6:30 p.m. Colorado's Air Quality Control Commission will attend the presentation and participate in discussion. A public question and comment session will also take place. The feasibility study examined options for expanding the railroad's existing smoke stack scrubber system, the feasibility to build a new separate, external smoke stack scrubber system, and alternative technologies that may be used by the new external system. The study also included the feasibility of using alternative fuels such as wood pellets and natural gas overnight, during startup, and heating water prior to use in locomotive boilers.

Trains News Wire

We also have an internet exchange between Rob Dennis and John Camerota:

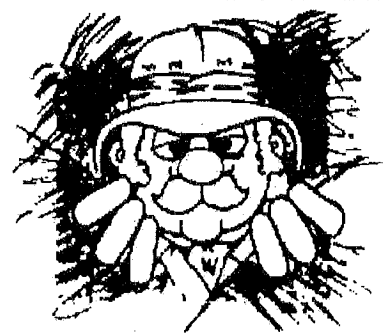
Finally! Trackwork on the BKRR... The crew is pretty much the same crew that just came off the B&H and ONCT. When the job was scoped for bidding, it was easier to mark the ties that were going to stay in track rather than the other way around.

I took a trip to Cambridge to see the tie gang from Tartaglia. The crew was starting somewhere around MP 141, Fraizers, and heading north towards Avenue A, MP 137, in Cambridge. The foreman said it would take three to four weeks; worst track he's ever seen. They keep derailing the track machines. First pass is safety ties, every fourth tie, second pass will be 75% of the rest! They will tamp and raise the track too, at least three passes, and rebuild one of the crossings, maybe Brownell Corners? I placed pics in Yahoo, in my folder, BattenKill Railroad.

Pook's Bridge in Shushan is out to bid for second time, no estimate on a starting time. The "BK boys" are working a few of the smaller bridges themselves.

I got to see #605 fired up and outside the "house" first time since May. No problems with 4116, so she's been resting.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



The Railroad Archaeologist

by Scott J. Whitney

D&H 3050

In a stunning surprise move, Vermont Rail System has sold Alco S4 #406 (ex-D&H #3050) to the Claremont Concord Railroad in Claremont, NH. The unit arrived in its new home during the last full week of October and now joins sister unit CCRR 104 (ex-D&H #3036) for the first time since both units left the GMRC roster in the mid 80's.

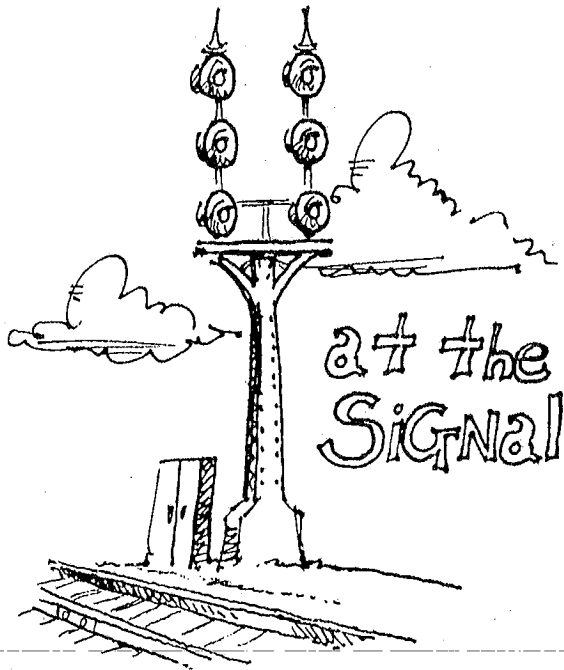
GMRC 804

Another locomotive sold off the property was GMRC GP9 #804 to the Belvidere and Delaware River. There she will join other VRS sisters, ex-GMRC 1848 and 1849, as well as ex-VTR #752. The 804 has already been relettered BDRV 1850 and was interchanged to CP Rail in Whitehall during the last weekend of October.

Bye bye Helm

The last of the Helm Leasing owned GP40's and GP38's stored on VRS property for the last few years finally left the railroad in mid October. Word is that they are to be rebuilt as GP38-3 units.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H



by Gary R. Schermerhorn

The shining season

It's the season that comes and goes so quickly once a year, and if you're one of those "dyed in the wool" railroad photographers, the "shining" season or golden season is your last chance to capture the fleeting magic and drama of autumn's glory before those cold north winds and shadows of winter sweep the landscape bare once again.

Each year I try to balance my trackside expeditions throughout the month of October by territory. I tend lately to be more of a hermit crab and stick to locations I am already very familiar with to photographically maximize the right timing if it occurs.

This year the foliage was about a week earlier than last year in terms of peak color along the D&H on the south end. As a result, I tweaked my weekend schedule accordingly by taking the first two Saturdays of the month to shoot along the A&S Line in the Schoharie Valley. Overall, I did fairly well with the trains and foliage, given the fortunate circumstances of a rare sunny weekend pattern and favorable traffic patterns. Despite a crippled motor drive in my best Nikon and a car ready for its deathbed, I racked up a handful of nice keepers for the hard effort applied on those days.

Living in the ever weather fickle Northeast you quickly learn to be very grateful for those sunny weekends during the peak foliage periods by your favorite railroad and never take any shot for granted. God knows many of us living in the Northeast have endured countless horrid, wet, gray Octobers in the past that all but crushed any chances for sunlit foliage opportunities.

While the first part of the month was spent on the D&H shooting those solid sets of CP EMDs, the second half of the month was spent on another favorite road; CSX's former West Shore River Sub between Selkirk Yard and North Kearney along the scenic Hudson River Valley. Unlike the D&H ventures, which rewarded our solitary hunter with "treats" right from the get-go, CSX would prove a much tougher and frustrating line. Blame the frustration on the continual dysfunctional traffic patterns between Buffalo, Selkirk Yard and New Jersey that can either drown you in trains or dry up the railroad to horrid droughts that can last for several hours. These are the train droughts where you can swear you see bumbling tumbleweeds along side your vehicle, dust devils, and hear far off wicked laughter out of a white

blinding sky from some Clint Eastwood spaghetti western.

However, with some tough love patience, eventually CSX's "rainbow" railroad, which currently hosts many assorted and colorful leased and foreign locomotives on the Albany Division, begins to open its gates of goodies and the fun begins.

A clean machine and more detours

So far, the most memorable chase this autumn was my first Saturday venture to the A&S. I hadn't even driven my torpedo boat Ford past the south end of Richmondville Summit when I saw, through the foliage on my right, a fast moving parade of freight cars heading northeast. Once more, a questionable U-turn was in order on I88 to reverse course for the Warnerville exit ramp. Carving along the shale bluffs of Richmondville Hill was train 413 with four big CP SD's. As the power entered a distant clearing, my jaw suddenly dropped. Leading the three other highly weathered, ragged CP EMDs was perhaps the cleanest, sharpest, bright red SD40-2 I've ever seen leading a CP freight on the D&H! Well...at least in the last five or six years.

Unbeknownst to me, the 413 freight had our very own **Rob Dennis** as conductor, making his way for Mohawk Yard and eventually Saratoga, out of East Binghamton Yard on a sunny Saturday morning in early October. The "clean machine" SD40-2 on point of the 413 was freshly out-shopped CP #5772 (apparently repainted in February 2006) in full "golden beaver" paint. Once off I88, I gritted my teeth to hold the speed limit as I navigated my Ford along Route 7 to the outskirts of

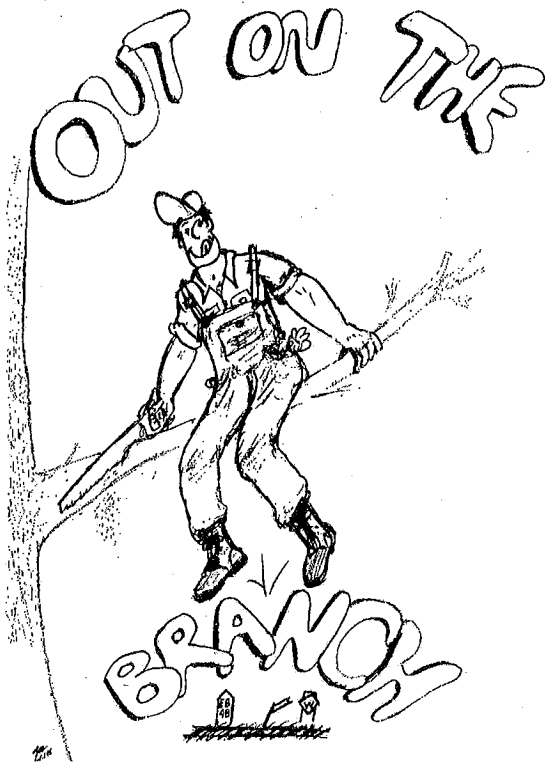
Cobleskill, past a couple critical traffic lights near the college, until I ducked right to a side road that would lead to the morning shot of all morning shots on the north end of the line. At MP517, I hurtled out of my car and ran like a madman for my usual position, just north of the old Cobleskill Coal building. In seconds, I could hear the rumble of the approaching freight and I prayed my exposure was correct with the sensitive Fujichrome Velvia 100F film as the clean very red #5772 in charge of the 413 leaned on the curve in glorious three-quarter lighting at 9:48 a.m.

Back in the car, I wasted little time weaving through some more back roads around Cobleskill to Route 145 and back on I88 again to the Central Bridge exit north of Howes Cave. I was able to get a few more shots of the shining #5772 as it curved past the big feed mill in Central Bridge as some stubborn morning fog was burned away by the rising sun. Apparently there was some kind of speed restriction from MP508 through Schoharie Junction, which gave me plenty of time to set up for a telephoto shot at Young's Crossing. The 413 would take the controlled siding at CPF 503 at Esperance Station and wait briefly at Quaker Street for train 252 in Delanson. By comparison to Rob's clean leader on the 413, the 252 came south past the newly-erected (Summer 2006) signal bridge at CPF499 with a deplorable weathered C44ACW #9514 with blue CEFX C44ACW #1051 and, of all things, GP9u #8227 (often seen in work train service earlier this year).

Fast forward a few weeks to CSX's River Sub, and we see our hero once again in the green Ford, holding vigil at QR104, the large controlled siding between CP106 and CP102. This is "Cement Alley", with two working cement facilities catering to CSX (and Conrail before it) on either end of the controlled siding; they are St. Lawrence Cement and Lehigh Cement. There is a scenic bluff south of the ruins of the old Alpha Portland Cement facility (now a ghostly relic), making for a great morning shot of southbound River Sub trains...that is, if they are on the Main (far) track. I made a last stand on Sunday, 10-22 as the color on the bluff was going rusty (past peak) and a cloud front was approaching slowly from the west.

Suddenly the scanner barked with the clear voice of the CSX NJ Dispatcher informing an "X700" to prepare for a "Form D" speed restriction between QR-102.1 and QR101.1 due to a track maintainer. My heart jumped with glee, as X700 is the call symbol for CSX of an NS detour train. NS suffered another blow on its Pittsburgh Division a few days earlier when 23 cars of an 86-car freight jumped

(continued on page 39)



by Joe Durham

In the last issue, Steve Wagner mentioned a magazine article that suggested to run a model steam locomotive backwards when in pusher service "like the D&H did". I believe the author's comment of tender wheels lifting on curves (and switches) applies only to models. True, bass-ackward was very rare on the Penn Division; however, running backwards while pushing was apparently common east out of Binghamton on the Susquehanna Division, and perhaps also west out of Mohawk. Pushers out of Bingo would often drop off at Tunnel (where there was no turning point), and then bobtail back to Bingo in a properly safe forward fashion. Sometimes they may have dropped off from an eastbound a little farther east at Nineveh to wait to help a westbound over that same hill back through the tunnel; thus then they would be seen pushing "forward". Perhaps other pushers did similar movements on each end of Richmondville Hill as well. Anyway, there are pics of "backwards" pushers on the A&S, and they are also in the film, "D&H Steam in Color 1947", there being at least one "backwards" pusher on the rear of an eastbound on the A&S.

R&W Castleton station news

Probably the best way is to quote a local paper. Here's an interesting article from the Castle (VT) *Lakeside News*, of July 10, 2006:

"...The Castleton Historical Society recently undertook a tour of the old depot building on Main Street, courtesy of Mary Ann Jakubowski. Have you ever wondered

about that big old boxey building on the east end of the village? You may have heard that it was built in the 1850's as the depot for the Rutland & Washington Railroad line and that it stood at a junction between two rival railroad lines. What may be a surprise is the builder of the cellar and why.

"Selah Hart Langdon owned the farm at the intersection of the East Hubbardton road and Main Street. The farmhouse was built in about 1800 and stands on what remains of the eastern knoll, which was previously [the site of...JD] Fort Warren in 1779. Mr. Langdon had purchased this section and later acquired property on all sides; the whole became known as the Langdon Farm. Mr. Langdon also owned the foundry and stove factory on Mill Street.

"In 1850, the landscape around the Fort Warren farm [Langdon's...JD] changed drastically when the Rutland & Washington Railroad cut through Castleton on its way to Eagle Bridge, NY. A 40-foot-wide strip on the north side and about half of the west end of the plateau were dug away [old fort site...JD]. Other changes included cutting a channel along the north side of the tracks and turning the brook into it to avoid building a railroad bridge.

"The Rutland & Washington Railroad Company signed Articles of Agreement with S.H. Langdon in 1853 regarding the building of a depot. Langdon built the cellar of the depot wholly at his own expense. The railroad company thereby agreed that S.H. Langdon shall have occupancy, possession, and the use of the cellar for three years. This agreement also consented that S.H. Langdon may take water from the pipe leading to (the railroad) water tank near the depot for his farmhouse, store, boilers, adjacent premises, and to build a culvert, and take gravel. Today, Mary Jakubowski stated that they were in the process of deciding what to do with the depot building."

I think it's been several years since the depot had a tenant. By the mid-1990's, the piano store was no longer inside, and if I recall, it spent a very short time thereafter as a video rental store.

Swamped again

Loggers returned October 9. Now it's the 30th and they're gone again. Weather cooperated briefly, but now it's rain. No logs went by rail this time, trucked instead to a local sawmill; the pulp went to International Paper in Ticonderoga. The ex-D&H Rutland Branch is still dry, but the trolley bed is under water. A good mile of valley in Ira is like a lake, and about 2000 feet wide. I've never seen it like that. The

water comes close to the back door of a house on old Route 4. It looks like six inches of rise will make it spill over the door's threshold. I don't know who owns the land, but environuts be hung, much of this flooded area was cropland at one time. Nobody has taken a rifle or set traps. Thanks to fur lovers, pelts have been worthless for at least a couple decades. Don't get me wrong, I love fur too. Keeps me warm.

The other problem is Vermont also makes it impossible to keep ditches dredged, especially private ones. Funny, I have 1975 brochures from both Vermont and NY State DEC. Inside are dozers, backhoes, and draglines, and lectures on how critical it is to keep brooks and ditches clean. In my New York town you are still "allowed" to ditch or maintain if it's agricultural land. However, apparently it's taboo to maintain existing ones in order to protect home and family! Go figure.

In Fair Haven, an old concrete dam is giving way from human neglect and high water volume from Ira, Hubbardton, Bormosen, and Castleton. Industries for which it provided water power to are long gone. Nobody is willing to claim responsibility for repair or removal, or prospective damage to downstream property, or prospective damage to downstream dams. It has been addressed at several town meetings, but only lips are moving. Water continues to roar through a broken sluice between damaged sections of concrete and riverbank. I think the dam was last repaired and used in the early 1960's.

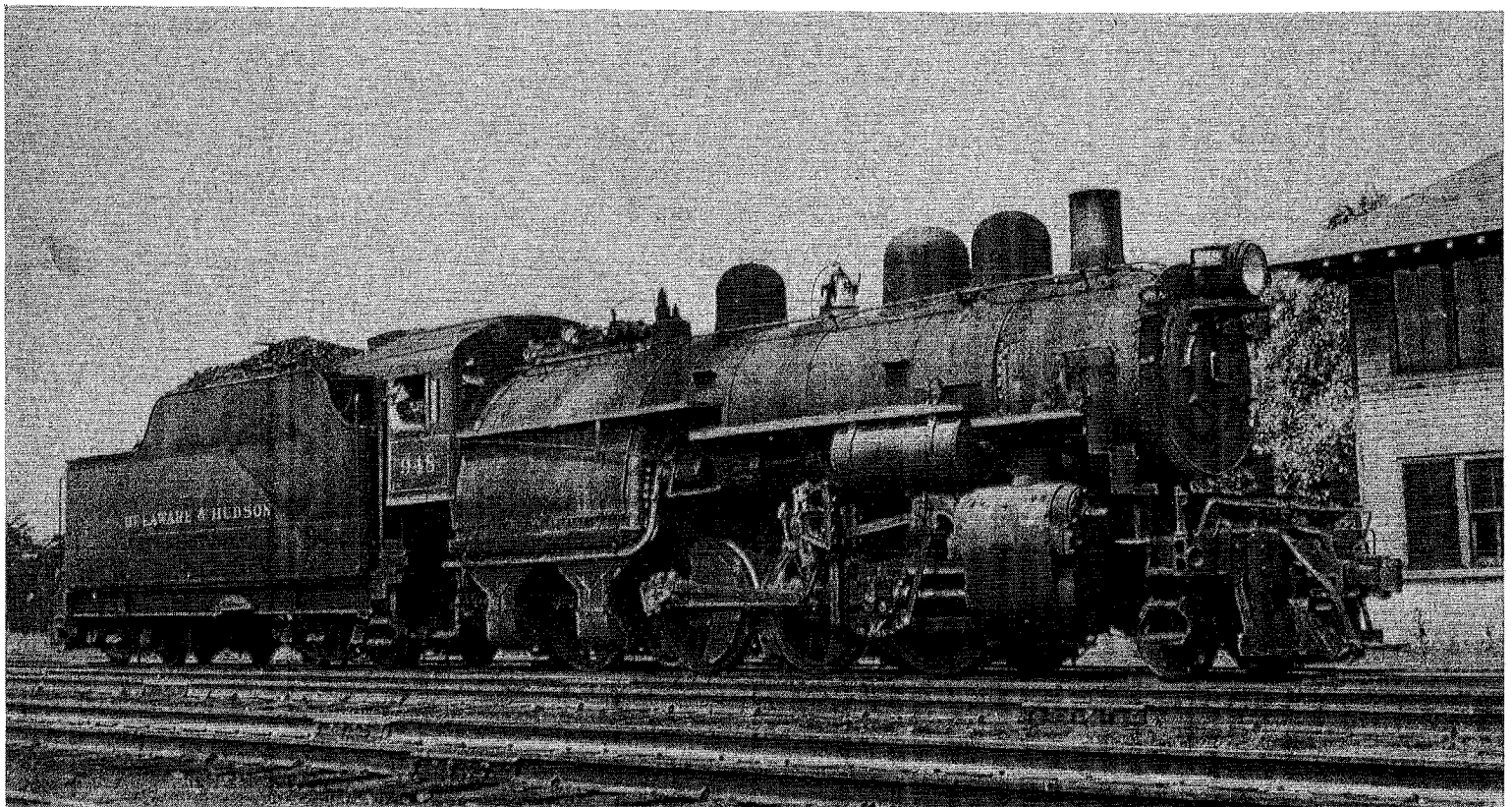
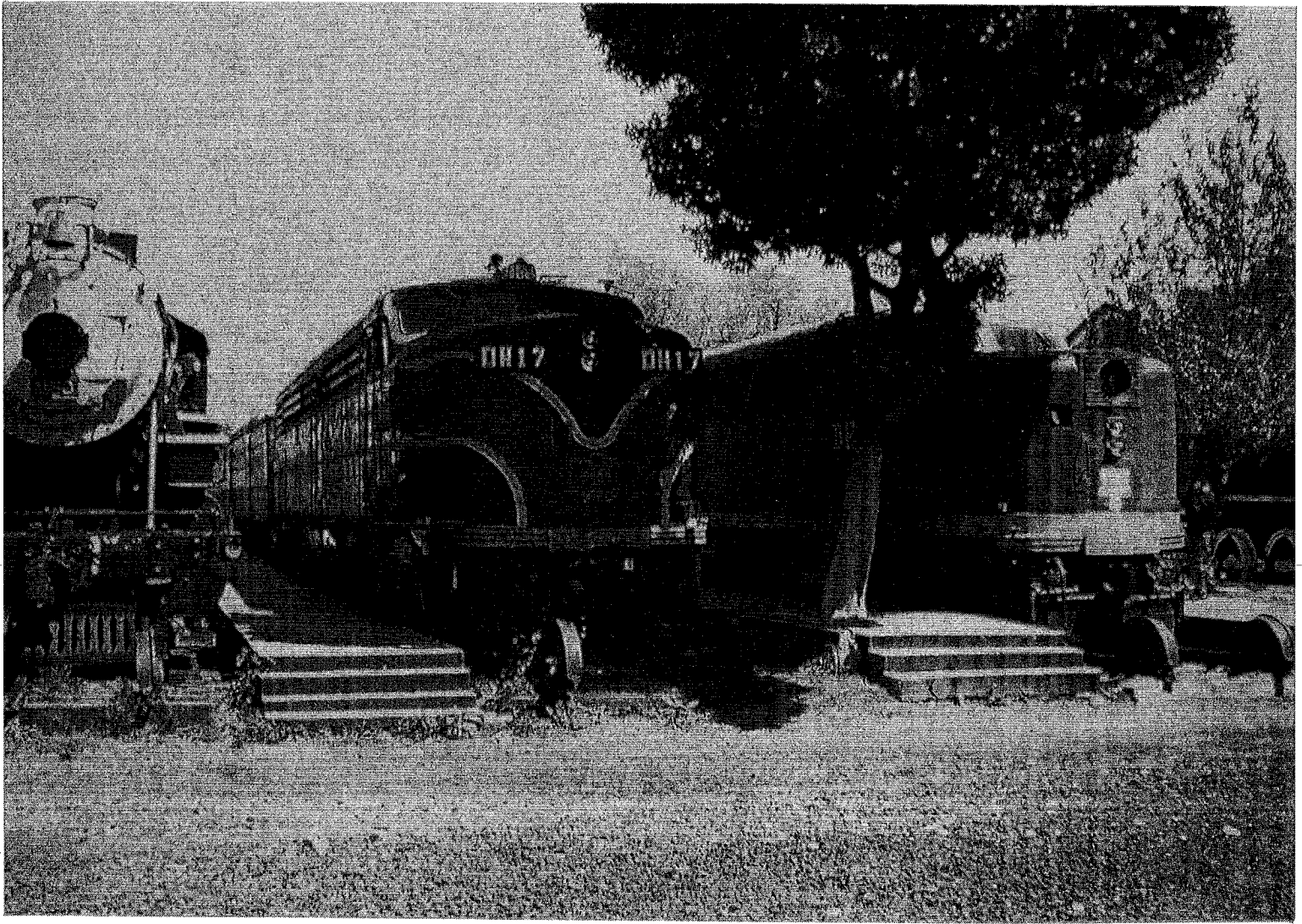
If that isn't enough, I know of two portions of the D&H Rail Trail (Washington Branch) in Poultney that will meet the same fate as the Adirondack Branch in Greenfield if Vermont DEC and Dept. of Parks & Recreation don't get together and remedy the situation. Beavers continue to block brooks, creeks, and culverts all along the ROW; the old dirt and cinder railbed acts as a long dam along one side of every lake the critters create. Even a cud-chewing slatepicker like me knows that water (and electricity) take the path of least resistance. All it needs is time before those

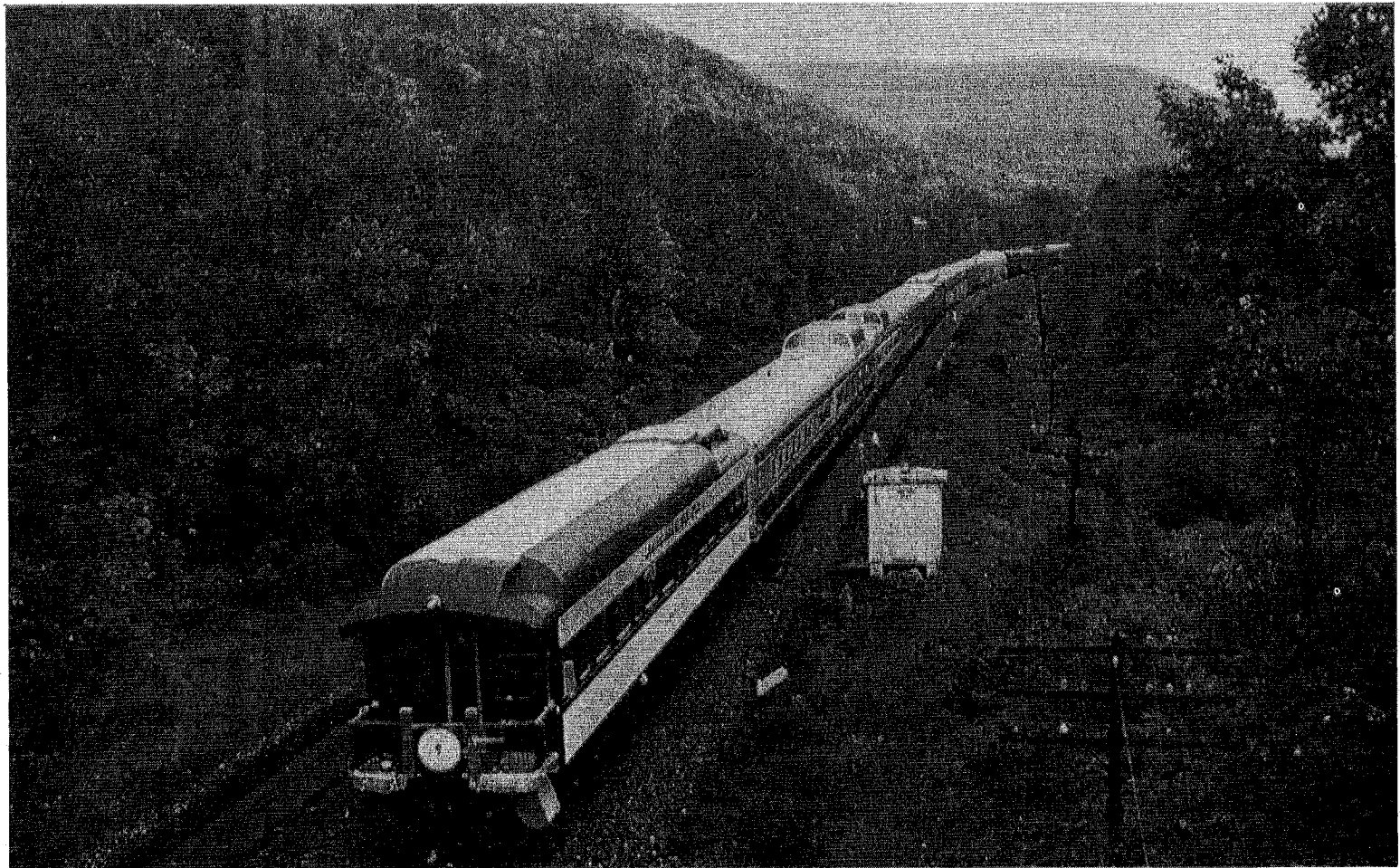
(continued on page 27)

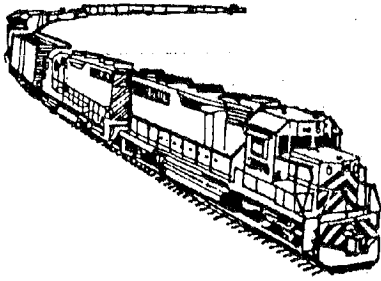
Photos on page 21:

Top: Two of the former D&H PA's are on display at the Mexican National Rail Museum in Puebla, Chihuahua, Mexico. (The other two are now near Portland, OR.) Digital photo, via the Internet, by Mike Koehler.

Bottom: D&H Consolidation #948 at Schenectady, NY (appears to be Mohawk Yard), on July 1, 1950. J.R. Quinn Photos, collection of Jim Bachorz.







Local Wayfreight

A mixed freight of rail items
by **Bill Kozel**

Oneonta bridge replacements

Two CP Rail bridges are slated for replacement to the tune of \$2.1 million, the cost being split by CP Rail and New York State. Both bridges are highway flyovers. One bridge is between Pony Farm Road and Route 7; the other is at Brooker Hollow Road, which is located near East Worcester. Engineers will begin their initial work this winter with construction completion hoped for by fall of 2007 but an official timetable has not been determined.

Closing Brooker Hollow bridge means that area residents must drive the back roads for 18 miles to bypass the bridge construction. Last winter, the bridge was closed for two months, which required local school buses to drive a (claimed) additional 100 miles per day on their detour routing; this is no small matter with a bus load of children.

The Pony Farm Road bridge was closed last winter when defects were noted, but reopened in mid-January. Bridge closings cause considerable problems for emergency vehicles, and if you've driven those detour roads, you are aware of their condition, which leaves a great deal to be desired for the traffic they are expected to bear. There could be deadly consequences if the bridges are not reopened before winter 2007 sets upon the area.

The Upper Hudson River Railroad

UHRR provided a special treat for those who had known about an event that the railroad sponsored, consisting of a leaf peeper ride on September 30 from Rockwell St. in Hadley to Corinth, with a stop at the famous Bow Bridge that had recently been reopened for traffic. The rides began at 10 am and the schedule was a run every

Photos on page 22

Top: Northbound AAPRCO train on D&H at Brooker Hollow Road, near East Worcester, NY on September 24, 2006. Photo by Gary Schermerhorn.

Bottom: The same train has just passed under the Brooker Hollow Road bridge. Photo by Gary Schermerhorn.

hour through mid-afternoon. Unfortunately, I was totally unaware until after the fact. The consist was a locomotive, two coach cars, an open-air passenger car, and a caboose. The UHRR also ran its regularly scheduled trips as well.

The railroad also operated a special run to the 1,000 Acres Resort Ranch on October 14.

A day in the life at Colonie

Thanks again to **Mike Bischak** for sending his log book information for all of to enjoy:

Colonie Shop Log, dated Sept. 9, 1983:
 2310 load box, low power
 5008 change air compressor
 7608 defective turbo clutch
 7407 defective turbo clutch
 755 defective turbo rotor
 761 defective turbo rotor
 507 change #1 & #2 wheel sets
 7404 #6, #12 power assemblies defective
 7611 change water pump...self-load test
 415 defective turbo seal; L3, L4 cam bearings defective
 7321 oil filters
 5019 S-21 contactor burned
 451 water jumpers L1, R5, R6
 7609 oil report (water)
 5009 wheel machine (#3)
 411 wheel machine (finish #1)
 Whitehall assignments:
 SC-31 @1600: 7409, 7420
 SC-30: 5006
 Prep for service: 7609; 5019; 2302
 Yard: 4099
 LAPY @1800: 7616, 7415, 2302, 7611
 AB-2 @2359: 7609, 411, 5009

New CP Rail power

Arnold Mooney, a friend from Grimsby, ON, reports that new CP power has been coming over the border in numbers. He caught new CP units on train 255 at Welland, Ontario on September 30 and again on October 1.

Consist of the September 30 train was CP8571-CEFX1038-CP8761-CP8760-CP-8779-CP8777 and CP8780; 8760 and 8761 were the first new units in the order for the 8760 to 8839 series. This series of locomotives has the new AAR control stands. Arnold went out to document the incoming units despite fog, bane of almost all photographers. Personally, I sometimes like the moody impression of a train plowing through fog, but it has to be soupy and I suspect it was just plain bland fog Arnold was dealing with. Would you like my dissertation on fog pictures? Maybe another time?

Concerning the difficulty of photographing Buffalo to Welland trains, Arnold says that anything coming over in the morning puts the sun right in your face 95% of the time, so morning fog or haze

can be beneficial. Arnold has shared some of his pictures with me and he has a knack for a good location and a quality image.

On October 1, Arnold filmed five more units for posterity as 8767, 8781, 8782, 8783 and 8784 rolled by in CP Rail train 255. CP Rail has been utilizing the new units as leaders. All new units on current order should be delivered this fall. An additional 20 units (8840-8859) have been added to the initial order; these will be built and delivered by General Electric's Erie works around May 2007. Trains 115, 101, 103 and 105 recently have all been reported with new power leading.

Arnold went out on October 3 and captured CP Rail train 255 sitting in Welland yard, this time with CP 9590, 8791, 8786, 8792, 8789, 8790, 8787, and 8785; that's quite a string of "high bucket" power. Once again, it was overcast and gloomy in Welland.

Ski trains out of Boston revisited

With gasoline prices stifling long distance travel, the Massachusetts Bay Transit Authority (MBTA) and the Massachusetts Bay Commuter Rail Company (MBCR) are bringing back ski trains with the introduction of commuter rail service to Wachusett Mountain this winter season. Skiers from Boston will be able to take the commuter rail from Boston's North Station to nearby Fitchburg, MA on Saturdays and Sundays throughout the winter season. Trains will leave North Station at 8:35 a.m. and arrive at the Fitchburg commuter rail station at 10:06 a.m. Wachusett Ski Resort will then arrange to have enthusiasts shuttled directly to the mountain, which is about 10 minutes away. The resort will also shuttle customers back to Fitchburg station for a 5:35 p.m. departure returning to Boston, with a North Station arrival at 7:00 p.m. The proposed "Ski Train" fare will be \$7.75 each way, but the ski resort will issue a \$7.75 credit to any passengers who show their train ticket that day at the ski area. Service is to commence when the season begins on the mountain.

Trains will have a special car to ship the ski equipment.

Sooner or later, New York State will revive the North Creek ski train and we will all benefit from that.

D&H collectibles

My good wife and I wandered through the Stone Soup antique shop on Low Street in Ballston Spa and found a D&H script logo lantern priced at \$175 (but they would take \$158). The lantern is in fairly good shape, some light rusty spots, but not a seriously deep rusted case. The bottom wire ring stand is bent, but it would easily be straightened. It still has the wick in it and the glass is mint.

Interesting times on the D&H

At 1350 hrs on October 23, D&H train 253 had two extra cars in its consist, one empty for Mechanicville and a paper load for Laughlin, PA. They also were short one BAR car, and since Saratoga is no longer available for help in figuring out these problems, the resolution lies with the dispatcher and Croissant Tower in Calgary. The crew was instructed to set off the two errant cars in Whitehall.

What else is there to do on a quiet Sunday (October 22) besides dumping your unwanted trash along the railroad right of way? I heard that D&H train 413's crew saw a 20-ish blond-haired young man driving an Asian import (I'll leave it to your imagination as to how the crew identified the blue car). The trespasser had a problem; his trailer had a flat tire, which seemingly would give the CP police some added time to speed to the scene.

The exact location was not readily given, but a few minutes later CPF480 was identified as the officer was making tracks (pun) for the location. Judging where he was coming from, there was no way he would arrive in a timely fashion. Detective Mad Dog decided to get involved and roared to the location, where there is an access road at Hetcheltown Road, just northwest of the railroad underpass on Glenridge Road. Since the access road was still sealed off by a locked gate, I knew the perpetrator could not be on that road.

Detective Doggie quickly sped off to the other location, CPF479, where an access road leads to CPF480 at Alplaus Creek. Just before the twin bridge there is a small turnaround area, where many people have dumped household junk in the past. Before 9/11, I had visited the area several times while using yet another access road along the Canadian main that belongs to the power company. I had always assumed what I saw was railroad junk, but investigated on one occasion and saw that it was household junk, and nothing to do with the railroad. Obviously, this perpetrator knew there was a turnaround at the end of the road or he would never have been so foolish as to drive in there with a trailer that requires turnaround space. Perhaps he was a snowmobiler or ATV trespasser, or had previously been to this area and would therefore have knowledge on the site.

As I came up to the crossing, I spotted a trailer heading north and hurried to catch up to the driver. At Lakehill Road, I saw that this trailer was towed by a small truck, so I quickly returned to the CPF479 crossing. I sat on the apron of Blue Barns Road with pen in hand to jot down the license number, since the engineer was unable to see it as he passed. It was a long wait. While I sat there listening to the radio, I began to wonder if I would be considered

the perpetrator by mistake, since I was at the entry to the access road. I also wondered if the cop would add me to the computer system, for which I have a dread.

With the way things have been going in my life, I started to think maybe I would not be seen as a good citizen, but rather viewed with jaundiced eye as being part of the problem. After all, it seems that no good deed goes unpunished, since I had been a great help to my neighbors in past years but I now see where that has gotten me.

After 25 minutes, curiosity got the best of me, I walked over to the access road, and sure enough, there were tire skid marks in the dirt, made by a narrow vehicle leaving the scene in great haste. I returned to the truck and was waiting for the CP cop to arrive so I could tell him what had transpired, but the fear of being misunderstood got the best of me and I returned home, where I heard that the officer arrived on the scene an hour too late. He stayed there for a long time calling roll-bys for passing crews, but it was in vain. This was an exceptionally bold act by the dumper, and my guess is that he will return later with more of his treasures.

Tech train

I believe the last time the "tech train" (Track Geometry Train) visited the "magic triangle" was back in early February of this year. On October 24, the tech train had not departed Rouses Point as of 0843 hrs, but was testing down into Whitehall by 1234 hrs. Apparently engine 8218 is regularly assigned to that train, as it was providing the power for this run, as it had in February. I don't know where they holed up for the night, but the train was out testing south of CPC35 at 0812 on the 25th.

They were scheduled to run to CPF478 on the magic triangle and test into Mohawk Yard. They would also stop at Blue Barns Road crossing to pick up a MofW worker, who apparently had walked a portion of track. He would be dropped off in Mohawk Yard. The tech train passed the defect detector at milepost 26.6 and triggered a defect warning.

At 0951 hrs, the geometry car spotted a serious defect at CPF480 and requested time to return and check the defect, which required about 30 minutes. Apparently, the track was seriously out of gauge. The crew had dropped a considerable amount of slow orders.

It may be noted that while railfans enjoy seeing the unusual equipment, the railroaders only view the tech train as a creator of many projects, problems and subsequent delays. The tech train had gone south of Mohawk by around 1345 hrs and was soon out of my range.

Rail train

At 0730 hrs, the rail train was busy shuffling its deck of cars in Mohawk Yard. They had only a few lengths of rail left and would be heading north to Fort Ticonderoga at the first opportunity. The Croissant Tower gang decided that the rail train would die in Mohawk, and that crew would take D&H train 413 as a relief crew when it arrived at Mohawk. The plan changed at least three times that I know of, so the Croissant Tower gang seems to be an indecisive bunch.

The plan was originally for the rail train crew to bring D&H train 413 to Fort Edward, and the crew would return to Mohawk Yard. The plan changed to the rail train crew bringing their train to Saratoga, while some other crew would pick up the 413. Then the rail train was directed to forget about Saratoga and go directly to Fort Edward. In reality, they only moved as far as Saratoga, and that looked like where they would tie down without having dropped any rail that day.

My Dad used to be a sign painter and musician. One of the songs he played went something like this: "First you say you do, and then you don't. Then you say you will and then you won't. You're undecided now and what are you gonna do?" The songwriter of course did not have the Croissant Tower gang in mind as those lyrics were written way back then, but regardless, the lyrics certainly seem appropriate judging from the decisions made within an hour's time that kept crews scratching their heads like a Mad Dog with fleas. I had to leave home for the Town Hall for "Freedom of Information" paperwork, so I missed the actual end of the story and what really happened in real time.

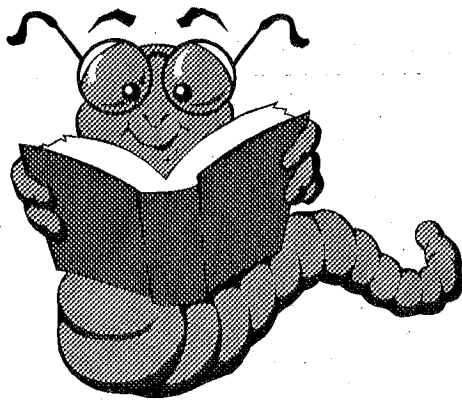
FRA changes the rules

Due to the numerous rail accidents in 2002 and 2004, the FRA announced it would publish and enforce new rules concerning rail inspections, effective October 31. The new regulations will require railroads to inspect certain tracks frequently for visible and detectable cracks, missing or loose bolts, and other damage. Inadequate maintenance and track inspections have been the cause of too many accidents. The new rule applies to 90,000 miles of welded rail track.

CP Rail has disputed the inadequate maintenance findings for the Minot, ND accident in January of 2002.

Trivia

The Northern Railroad of New York (AAR reporting mark NRY) was incorporated on May 14, 1845. The first refrigerator car entered service on the NRY in
(continued on page 25)



Media in Review this month by Steve Wagner

Industries 2

The book, "Model Railroader's Guide to Industries Along the Tracks 2", by Jeff Wilson, covers three topics of potentially great interest to Delaware & Hudson fans, plus others. One chapter deals with coal customers (as distinct from coal producers, which were in the first book), another with milk and dairy traffic, and another with paper mills. In each case, black and white photos are well integrated with the text, illustrating many of the points made. Two photographs were taken along the Rutland Railroad by **Jim Shaughnessy**.

The other chapters focus on breweries, iron ore (almost exclusively on the producers near Lake Superior), and package and LCL traffic, which were less important on the D&H than on several other lines. Kalmbach Publishing, 2006, 88 pages paperback, \$19.95 list.

In the magazines

The November Railpace has substantial coverage of the private car special that ran over most of the D&H, including a fine photo of the train on Tunkhannock Viaduct by J.J. Young III.

Doug Barron has a shot of CN locos with a CSX unit in an obsolete livery on a bridge at Guilderland. **Jim Shaughnessy** caught a charcoal gray Guilford/MEC boxcar with a "weeping G" and classic New Hampshire North Coast GP9 and GP38 roadswitchers near a new transload location at Rochester, NH. As always, Andy Kirk has an interesting column of Amtrak news. The railfan guide features an active spot near two railroad bridges over the Mystic River near Boston.

If you find old rail-oriented magazines for sale, you might want to look for the January 1981 **Passenger Train Journal**. It contains "Delaware & Hudson on the Route of Phoebe Snow", an article by Mike Schaffer on the then-recent takeover of the Lackawanna's line from Scranton to Binghamton

by the D&H, a big photo of an *Adirondack* comprising two Amtrak E8's and four D&H cars at Peekskill in 1976, some fine Chicago, North Shore & Milwaukee inter-urban photos, and "Alcos to the Adirondacks", a major article on the Adirondack Railway's operation of passenger service on ex-NYC lines, before, if I'm recalling correctly, a scandal broke.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

(Local Wayfreight from page 24)

June 1851. This company was acquired by the Rutland railroad on August 1, 1865.

I have been searching for a 1950s-60s photograph of an Armour Meat reefer, the style of which I had seen when I was a teenager. The billboard lettering in large black letters was on steel reefers that were the typical faded butterscotch colors. I would like to see this model produced in Old Scale (O scale). Can anyone help me locate a picture?

Adirondack washout

Fellow BLHS member **Kraig Armstrong** tipped me off that CP Rail was amassing equipment on the Ballston Industrial Siding, most likely for work on a washout. Kraig said that a Sunday inspection (October 22) revealed that no work had progressed on the washout yet, and this might possibly be the equipment to do just the work. The MofW equipment may also be stashed for the massive rail change-out that will begin sometime in the future, considering all that rail that the rail train crew has dropped along the main recently.

Numerous other pieces of rail working equipment were also on site, and while I am recovering, I will take a ride up to see if there are any trackcars set out for the jobs ahead.

Kraig said there were two cranes. One was #35029, a crane tender and a Mechanical Department blue gondola. I will post this information on the D&H e-group right after I ship this column off to J.B., who is hanging upside down at the Bat Cave as we speak. J.B. will soon get plenty of exercise, as Halloween is only a couple of days away. Boooooo!

D&H salvation

A recent \$750,000 grant from the State of New York is expected to save the 29-mile North Creek to Tahawus Branch. My dream is that the line will someday see dinner and tour trains from Saratoga to Tahawus. Don't bust my bubble; I like to dream big.

The Warren County Supervisors Board purchased 40 miles of the line in 1998. NL Industries has set the value at \$1 million, claiming that is the salvage value of the rails. The deal relies on a grant from

the Town of Newcomb totaling \$200,000. Where will that little hamlet get that sort of financing?

Warren County and Barton Mines would kick in \$50,000. With the recent experiences throughout our nation concerning town boards and my personal pain inflicted by a bungling and incompetent town board in Clifton Park, why doesn't the local town board just lay claim by Eminent Domain and confiscate the infrastructure? Perhaps the town boards up north have more moral fiber than down here in the big city regions.

John Riegel of the UHRR said he would like to go north with his service and is interested in being the operator. There is serious brush clearing required. Personally, I gave up clearing the right of way several years ago, when I discovered the man that gave me approval to clear brush and deadfalls with aid of my trackcar actually did not have what I considered authority to do so. However, I did shoot some video of this line with a VHS camera and an 8mm videocam, and have made up a video of the line with map illustrations and a tour of the engine house, with the wooden plow and the maintenance shop. If anyone out there in the readership is interested in this video, I can send you details; and that's a shameless plug.

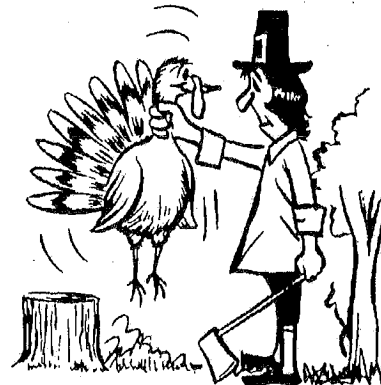
My fear is that a few powerful groups may try to stop the corridor from being used as a railroad. I hope that snowmobilers, hikers, and skiers will not prevail over railroad usage. There is no access road next to that right of way in most areas, so I see a definite conflict, especially at the crossing of the Hudson River.

Happy holidays from the kennel

It just dawned on me I never wished everyone Merry Christmas! I forgot what month I was writing (for); my head is spinning from all that's been going on lately. I'd like to take this opportunity to wish everyone a happy holiday season.

Stay tuned for the further developments at Mad Dog's Kennel. And remember folks, "A computer lets you make more mistakes faster than any other invention in human history."

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Reminiscing

by Rev. Walter F. Smith

Eastward via CN

Some months ago, I wrote in the *Bulletin* about a wonderful trip I took in 1971 from Mattawamkeag, Maine, to Vancouver, British Columbia, on CP's *Atlantic Limited* and *Canadian*. I never wrote about the return trip; it is time to correct that omission.

To this day many people don't believe that I actually rode across Canada, spent one night in a hotel, and started back the next day. But that's what I did. People tell me Vancouver is full of lovely parks and all manner of tourist things, but I am not a park person and rather shy by nature. I wanted to ride the transcons before they were gone, and that's what I did. I spent one night in a hotel, directly across from the CP station. The hotel was called the Grandview, and it advertised itself as, "the hub of Vancouver's travel world". As I recall it wasn't all that grand. Since the CP station has not been used for years, I suspect both the depot and the hotel may now be gone.

My main focus in Vancouver was to do a little laundry and get a night's sleep in a bed that wasn't rolling before my date with the *Super Continental* early the next afternoon. I found a laundromat near the Grandview. The walls were covered with signs warning of things people must not do. On the door of the office at the back was a final sign that read, "I do NOT make change." This place was run by the Detergent Nazi! Welcome to Vancouver!

I phoned my family back in Maine and had dinner in a lunchroom which advertised, "Clam Chowder 25 Cents, With Clams 35 Cents". The street corners were populated by rather seedy-looking individuals, signs of a drug culture that has since made Vancouver infamous.

The next afternoon I presented myself at the CN station which is, I believe, the one Via Rail still uses. This was toward the end of the big CN push to establish a profitable passenger service, and there were

a lot of cars around the depot and in the coach yard. The crowd waiting for Train No. 2 to Toronto and Montreal was large and impressive. The *Super Continental* for Toronto and Montreal was the same. Behind two F9's were three baggage cars, three coaches, cafeteria car, 12-wheel heavy-weights "Drumheller" and "Tache", all room sleeper "Warpath River", all room sleeper "Petitcodiac River", all room sleeper "Torch River", diner #1353, ex-Milwaukee great

dome and lounge "Fraser", sleepers "Evandale" and "Eastview", and bringing up the markers, all room sleeper "Inverness". Soon I had settled my things into a roomette on smooth sided 12-6-4 CN sleeper, "Evandale".

This was not long after CN had purchased six of the former Milwaukee full-length dome cars, which were being used on the *Super* and the short-lived *Panorama*. The cars were only being used between Vancouver and Edmonton, Alberta. It is common knowledge that the CN route does not possess the scenic delights found on the CP line to the south through Rogers Pass, but I wanted to ride the dome as much as possible before we left it in Edmonton the next day.

Wham! Bam! Pow! I had hardly sat down in the dome when there was a loud noise forward and then one closer. We were passing under a street and kids were on the bridge dropping rocks on the *Super*! There was hardly time to consider how vulnerable we all were under glass at the mercy of these juvenile delinquents and their paving blocks. The third rock hit further back and we all breathed a sigh of relief as we left the suburbs of Vancouver behind and headed into open country.

This was actually the best part of the journey from the railfan perspective. In the valleys of the Thompson and Frazer Rivers, the CN is on one side and the CP on the other. We met a number of trains on our side and saw a goodly number on the other, including unit coal trains headed for Roberts Bank and long trains of jumbo tanks with Alberta gas and oil. At Ashcroft we met a Kaiser coal train.

The CN long domes were great for sightseeing, and handsomely decorated. There were even some swivel seats. Only one minor fussing point spoiled an otherwise perfect ride. The front seats, because of the high end bulkheads, did not have the engineer's view that you always had on the CP Budd Domes, both the coach/coffee

shops and the "Park" series observations. In the front seats of the CN domes you had to stand to get the forward view. You probably saw more by sitting further back.

A few hours out of Vancouver we were called to dinner. The diners were not quite the luxury cars on the *Canadian*, but the food was good and the cars pleasant if not startlingly beautiful. I was joined at the table by two young girls, probably sixteen and six, who were traveling by themselves to visit an aunt in North Bay. I helped fill in a few gaps in their knowledge about train travel and eating in dining cars, where verbal orders still were not accepted. They became pleasant fellow riders over the next couple of days and always stopped to talk to me when they were moving around the train.

Indeed, this train was filled with young people, many of them college or high school age. At dinner that first night a college kid had a chair in the diner break under him. Later I struck up a conversation with a fifteen year old named Nancy Chapple and her mother, who were traveling from suburban Coquitlam to Montreal. I think at first the mother was suspicious of a man traveling alone, but in time she became friendly and at least one morning we sat and talked at some length as the train ate up the miles across Alberta and Saskatchewan.

A funny incident happened (funny to me at least) at the end of that first evening meal. A child with motion sickness was ill in the vestibule of the diner. I heard a crew member say (I thought), "Does anyone have any gravel?" That seemed bizarre; where would you get any gravel on a moving train? I thought they wanted dirt to cover up the mess. Someone had to explain to me that the Canadian brand name for what Americans call Dramamine is Graval! My Canadian friends still laugh at that one.

In late June in northern British Columbia, we enjoyed an endless evening of light until close to 2230 hours, and much train action in view. Doing a survey of the train consist, I had passed through two older open section sleepers which CN called "dormettes", and sold for cut rate prices. They looked like nothing other than a military barracks or a camp dormitory. Kids sat on the bunks and chatted, and the cars smelled strongly of cigarettes and sweaty sneakers!

At bedtime I discovered that the roomette bed in the "Evandale" was somewhat different from the ones in the Budd "Manor" sleepers. The Budd beds came down from the wall like a hotel ironing board, and were not awfully much wider! The bed in the "Evandale" rolled out of the wall under the mirror like a shelf, and had a couple of extra inches in width.

Do-it-yourself service was necessary, for the torpid attendant in our car was invisible most of the time. The service crews changed at Winnipeg.

I woke at daybreak as the train temporarily halted, and the locomotive sounded to tell anyone interested that we were in sight of Mount Robeson. Most fans are aware that Yellowhead Pass, which takes CN across the Rockies, has a much lesser grade than the CP faces to the south at Roger's Pass. A couple of hours later we made a long stop in Jasper, where a bullet-nosed steam engine was on display near the depot. I rode in the great dome until they finally took it off the train at Edmonton.

Beyond there, the scenery is not particularly inspiring, and with the dome gone, the urge to see the sights waned. The train was filled with kids, some of whom had guitars, and I played and sang a few songs with them. A Canadian soldier, named Browne, stopped and listened to us sing, and he and I enjoyed a beer together. I also visited with Nancy and her mother, and sometimes with the two little girls on the way to North Bay. Friendships spring up easily on a long distance train, and I never for a moment felt lonely.

East of Winnipeg, the CN passes through some not-especially-scenic territory. At Sioux Lookout, where the train stopped for servicing, the town was shabby and unattractive. There were also plenty of black flies, and I did not linger long on the platform. The next time I stepped to the platform was at Capreol, where the Toronto and Montreal sections separated. As we pulled in, the summer-only *Panorama* was departing for the west.

The night before had been my last one on the *Super*. Browne and I went to the lounge car to have a couple of beers. As we visited, the two young girls going to North Bay came into the car; the little one put her arms around me and kissed me goodnight. Brownie exclaimed, "Your daughters are so pretty." I laughed and replied, "Would you believe that I never saw them until two nights ago?" But such things happen on a long distance train, much as I suppose they would on a cruise ship.

The next morning at 10:15, I waved goodbye to the girls from the dutch door of my sleeper as they were happily united with their aunt at North Bay. We clicked along at good speed through Pembroke to Ottawa on track that in some places is now abandoned. Train 2 rested at the bumping post at Montreal's Central Station right on time at 1745 hrs. I said goodbye to Brownie, to Nancy and her mother, and hustled across to Windsor Station. I wasn't home yet!

My lifeline, CP #42 did not leave until 1950 hours. The ticket clerk at Windsor

laughed and said he had never before sold a coach ticket to Mattawamkeag, Maine. I had figured my money pretty closely. After I bought my ticket, I had less than \$10 left.

I had been on trains and in a time warp for ten days, and did not realize that it was a holiday in Canada. That explained why there were so few commuter departures from ordinarily bustling Windsor Station. July 1 is Canada Day, their July 4.

The holiday consist of CP train 42 for Maine and St. John, NB, was FP7 #4071, baggage, standard wine red coach #106, Budd dome/coffee shop/coach #506, and Budd sleepers "Chateau Roberval" and "Chateau Richelieu". After the stop at Montreal West, we swung to the left and downgrade on track that until May 1 had been used by the *Laurentian* and *Montreal Limited*, and across the great bridge over the St. Lawrence.

I had my last railroad meal of the trip in the dome/coffee shop. Sample items from the bilingual "Skyline" menu: Wieners and beans (Febes au laard avec saucisses de Francfort), \$1.65; and Salisbury steak and mushroom sauce and two vegetables (Bifteck de boeur hache, sauce aux champignons et deux legumes), \$1.90, the most expensive item on the menu. Pie was 45¢ and coffee/tea 20¢. Beer was 60¢.

After dinner I camped in the dome. Shortly, the dome was occupied by a half dozen young people, who looked very much like hippies. They were loud, wise-cracking back and forth, and I decided I wasn't going to like them. But one of the girls had a guitar and they began singing. Some of the tunes they sang, like "Jimmy Brown The Newsboy" I really like. I asked if I could try the guitar, and after a couple of songs they dubbed me "The Old Troubadour". We had our own impromptu party as train 42 traversed the eastern townships.

It turned out my initial impression of rope-smoking hippies was false. They were actually on their way to Labrador to spend the summer assisting at the mission founded by the great Wilfred Grenfell. After the stop at Scotstown, the party wound down, and I had the dome almost alone, napping a few times but now anxious to be home and see my family. We met westbound train 41 at Brassua, east of Jackman, Maine. He had a similar consist.

Daylight was coming on as we rolled down the hill into Mattawamkeag and an on time stop at 0450 hrs. Train 42 whistled off toward St. John, and my great journey was over. I walked over to Route 2, which was then the north-south truck route, and found an all-night diner which had coffee. A half hour later, my wife and son arrived to pick up a rumpled traveler.

Incidentally, the entire trip on the CN,

including meals and sleeping accommodations, had cost \$114. I still have the money order copy.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

(Out on the Branch from page 20)

little trickles work their way through the porous railbed to the other side, and in time become large crevasses, and even less time if water rises and spills into any common woodchuck hole in a railbed. Imagine the displaced hydraulic pressure of hundreds of thousands of gallons of liquid at roughly eight pounds per gallon.

Using a billion-dollar grant from we taxpayers, researchers learned that beavers can't do math. Thus, environuts at DEC no longer have an excuse as to why they don't need to apply common engineering logic to these situations. Heck, it's a wonder the legislature hasn't been pressured to license beavers and mandate inspections in the name of public safety.

Whatever happened to the incurred liability of a group, individual, or entity that allows a known situation to cause direct damage to others? It's pure human neglect, ignorance, and stupidity to not recognize when liquids are surrounded by unsupportive terrain.

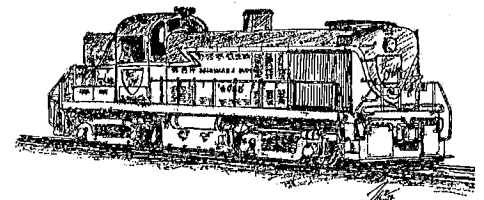
As what perhaps happened in Greenfield, all it will take in Poultney is time before total collapse of the porous railbed berms. Heck, if the solid compacted clay dam of my pond suffers this same fate every seven years if I don't maintain a polymer seal to keep small trickles from developing, it's easy to deduce that dirt, sand, and cinder railbeds make horrible dams. Where the heck is the billion dollars for my experiment and discovery? At least I should be offered a state job.

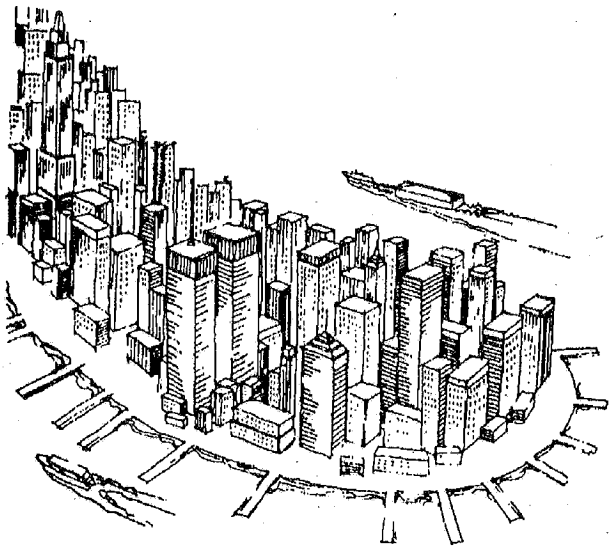
An old acquaintance of mine said, "Ignorance and arrogance abounds in all bureaucracies." I'm taking bets as to when, not if, the D&H's ex-Washington Branch gets chunks of it blown away. Beware the Tides of March.

Seasons greetings

Well, by the time you read this it will be late November or early December. I wish you good health and happy holidays. I'm a fan of sarcastic satire, so what I reluctantly want for Christmas is to win my beaver bet, and for the ground to freeze so I get logs out on the rails again. See you next year.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





The Metropolis Monograph

by Robert A. Lowe

Rail industry news

Only about 15% of U.S. lines can accommodate double-stack containers. Obstacles continue at a CSX tunnel in Baltimore; CP's Detroit-Windsor tunnel; and a tunnel at Bellows Falls, VT. The latter's floor is being lowered at a cost of \$2.5 million, and will allow double rack auto carriers from Davisville, RI to Canada. There is already much effort on the P&W and NECR to improve port facilities and clearances.

CP will retire 10 more Soo Line SD-60's. GE is delivering the first 80 of 100 ES44AC's, considered state of the art.

Minneapolis is planning a commuter line over BNSF to Big Lake, MN. To lower initial costs, it is proposed to get remanufactured units from GO Transit and possibly MBTA.

NS has dredged the Lambert Point Docks at Norfolk, Va. to allow ships with drafts of 36 ft.

Last issue I wrote about NS's Heartland Corridor project. NS will raise heights in 28 tunnels and remove 23 obstacles. Tunnels will be lowered between 1-2 feet and 21 feet that will allow travel times on a corridor between Norfolk and Chicago to be halved for certain cargo. The feds are paying \$95 million of the \$150 million project (to which some object), while NS is putting up \$46 million. Some states (VA, WV, and OH) are expected to pay some of the cost. Container transfers will be built in WV and Ohio. It is expected that isolated communities will benefit, and consumers will benefit from decreased shipping times.

There has been much talk about "earmarks" that Congressmen win for their districts. One such earmark is the Central Arkansas Trolley Line in Little Rock, which cost taxpayers \$20 million.

NYC area industry news

Sometime in late 2006, the first borings will commence on the Second Avenue Subway. A super boring machine will start near 92nd St. and run down to 63rd Street, moving at about 40-50 feet per day. This section costing \$3.8 billion should be completed by 2013, and will include stops at 96th, 86th, and 72nd Streets, before joining the 63rd Street Tunnel and the Broadway line.

Plans for a light rail trolley on 42nd Street might be revived. After seven years research, a private consortium is again proposing such a project to alleviate traffic congestion. Back in 2004, the price was estimated at over \$510 million.

The MTA seems to be moving to more projects in the suburbs. The LIRR East Side Access and LIRR third Main Line track are examples. This is in response to growth in reverse commuting to be explored later.

There is still no resolution on a new Penn Station, aka Moynihan Station. However, the project design for the actual station has been gradually reduced, and now allows for more passenger space as well as security concerns. *[Albany papers report that the project is now dead, killed in one of those infamous back room deals by Assembly Majority Leader Sheldon Silver. Remember that at election time...JB]*

The two candidates for NYS Governor, Eliot Spitzer and John Faso, actually agree on many projects such as the Second Avenue Subway, LIRR Access to GCT, #7 extension, and some kind of Tappan Zee bridge replacement. Both give low priority to a lower Manhattan-JFK rail link, and Faso cites local opposition to the LIRR third track. Both raise concern about the MTA's \$20 billion debt that will create a deficit of \$905 million in 2008 and balloon interest payments. Both feel borrowing must stop and the state and local jurisdictions increase payments. Fare and toll increases may be necessary.

Amtrak

On October 30, Amtrak started two new runs in Illinois, largely due to the state doubling its contribution from \$12.1 million to \$24 million. One run between Chicago and Quincy has been named for Carl Sandburg. The other run to Carbondale has been dubbed *Saluki*, after the Southern Illinois Univ. mascot (see previous issues). This new service was almost derailed as CN raised objection to interfering with its freights on its former IC line,

but Amtrak finally reached agreement with CN to run the trains.

Meanwhile, Texas has come through with \$2 million to match Oklahoma's \$2 million to subsidize the *Heartland Flyer*. This has been one of Amtrak's more successful recent additions.

Wolverine service in Michigan continues to increase ridership.

On October 12, an Amtrak regional train from Boston was stuck for 45 minutes in the East River Tunnels, after lost traction capacity. Meanwhile, on October 3, power losses stalled NJT and Amtrak trains for 45 minutes.

After cracks were discovered in Amtrak's 31st Street bridge in Astoria, Queens (leading to Hell Gate bridge), emergency repairs were done to repair loose concrete.

Rail safety

On September 26, an Amtrak chartered train carrying the Washington Nationals baseball team derailed just outside Wilmington, DE. Only the rear wheels on the locomotive derailed and the engine and three cars remained upright. There were no injuries.

On October 2, an L.A. to Chicago train was evacuated at Fullerton, CA and searched after a bomb scare. Nothing was found.

On October 23, NS derailed 24 tank cars carrying ethanol near Beaver Falls, PA. Some burst into flames. Three locomotives were pulling 83 cars of ethanol. Among the traffic detoured was the *Capitol Limited*.

The April 3, 2005 derailment of the *Empire Builder* near Home Valley, Wash. has been attributed to improper track maintenance and not conforming to federal standards. The BNSF track had been noted as having rough conditions, caused by failure of concrete cross-ties.

Amtrak and the MTA are providing a chemical detection system called "PROTECT". It has functioned well in GCT tests, and will receive a \$3.9 million upgrade. It appears to be able to detect the difference between cleaning odors and toxic gases. However, GCT has been noted to be very dirty, with much brake dust. Air is sucked in and quickly analyzed for toxins and gas. This will be extended to Penn Station and other Amtrak facilities, plus some key NYCT stations.

However, it was disturbing that Congress cut out \$4.5 billion in mass transit security. This could have paid for surveillance cameras, K9 patrols, and subway tunnel protections. \$3.4 billion would have gone to mass transit and \$1.1 billion to freight and passenger security.

Metro-North Railroad

O-T% (on-time percentage) in Septem-

ber was 97.4, 95.9 west of Hudson. In August, ridership was up 4%, meaning it is up 2.8% for the year.

The GCT facade still has some cornice work on the east side and passenger elevators are being repaired. There was a \$9 million parking expansion and access improvements at Beacon.

M-NR released an analysis showing that for the first time rush hour commuters between the suburbs and NYC are now in the minority. Currently they number 49.4% of M-NR's ridership, whereas it was 65.3% back in 1984. There are more off-peak riders (discretionary), reverse commuters, and one day trips. In fact, some stations such as Fordham Road in the Bronx seem to have more riders going out than into the city. Since 1984, NYC bound riders are up 17%, but the others were up 126%. Riders often travel to corporate office parks in the suburbs, especially White Plains and Stamford, and some FIRE segments have located outside Manhattan. M-NR welcomes new capacity on trains and filling otherwise empty seats. It has already captured 85% of the market to GCT. Use of feeder bus and van service has been a help. M-NR noted it dropped "commuter" from its name in 1994.

LIRR noted that in 1985, 70% of the riders had commuter tickets but this is now down to 60%. Likewise, NJT figures 58% of its patrons are true commuters to Manhattan.

New Jersey Transit

Two new train departure boards will be installed in Hoboken Terminal. Three of the four existing boards are unreliable, and one doesn't work at all.

September O-T% was 95.5. On October 10, signal problems caused delays on the NEC.

On October 29, NJT started 10 more trains in peak hours adding 5,000 more seats.

On December 11, the first nine double-deck cars will go into service. From February to July 2007, seven cars a month will be delivered and then 10 per month until the full order of 234 cars are received. Each costs \$1.9 million and cars are built by Bombardier. Most important to riders: there is no middle seat! The cars will increase seating on NJT trains by 15-20% and will enable Comet IV's and V's to be used elsewhere, and the Comet I's replaced. The PA paid for the first 100.

Double-deckers will be used on the NEC, NJCL, and Midtown Direct trains. 86 coaches have bathrooms and seat 133; 33 cabs (also with bathrooms) seat 127; and 115 coaches (without bathrooms) seat 142. Some features are true mezzanines at each end; upper and lower seating levels; PA address; and LED destination signs, much

like the M-NR M8's described in September. NJT sought rider comments and even took a group to Montreal to see a mockup car. As noted before though, the clearances are very tight and the cars have notches at each end. They have been dubbed "giant harmonicas."

Long Island Rail Road

In October, I reported that James J. Dermody was retiring as LIRR president after a career starting in 1958. When he hired on as a clerk, LIRR had just stopped coal-fired engines, used a primitive forced air over ice air conditioning, and was part of PRR. During his career Dermody saw the Penn Station rehab, GCT access projects, a proposed third track on the Main Line, the Jamaica Station rehab, freight service assumed by NY&A, closing of towers, extended electrification, influx of women employees as both engineers and trainmen, growth of off-peak commuting, and a decline in work force due to automation. Some unmet projects that have been blocked are rail yard in Huntington and third Main Line track. Ray Kenny, who has over 30 years on the LIRR, is acting president.

O-T% in September was 94.4, while ridership in August was up 3.2%.

There is continuing discussion about "gaps" and platform edges may receive resurfacing.

An overpass was built at Cold Spring Harbor.

New York City subways

A study exposes that noise in the subway is much beyond safe limits as defined by the EPA. 57 noise level readings were done in 17 stations, and 25 in the interior of subway cars. The interiors were actually noisier. The mean on platforms was 94 decibels, while it was an ear-splitting 106 at Union Square. 12% of the locations were above 100 decibels. In car interiors, 20% exceeded 100 decibels, while 2/3 were over 90.

Fare beating used to cost the NYCT an estimated \$65 million in lost revenues. Now due to HEET and fare-evasion police units, that number has been reduced to \$6.8 million. \$20 million was spent on the HEETs, deemed death traps by some.

Drainage during heavy rainstorms has been a continuing problem, especially after the September 8, 2004 deluge. Adding to the problem are free papers, which clog the drains.

Up north

CN has been directed to improve safety. In BC, a CN engine was found with 21 safety violations and should have been taken out of service. Another locomotive was found to be two months behind in

safety inspections. There was a 60 day period of strict safety requirements on the old BC Rail.

On September 18, 14 empty lumber center beam cars derailed on the CN south of Prince George, BC. On October 6, 16 of 115 coal cars derailed on the CP near Fort Steele, BC.

Trains have often killed wildlife, such as deer and bears, and even moose. Now word comes of an elk that became tangled in telephone wires in Banff NP; the wires had been removed and rolled for disposal. Despite efforts to save him, he had to be euthanized.

Overseas news

On October 11, 13 passengers were killed in Lorraine, France when a Luxembourg double decker train was diverted from its out of service track and rammed into an SNCF freight.

On October 18, one person was killed when a speeding subway train in Rome, Italy passed a red signal and crashed at high speed into another train.

France's TGV is now 25 years old and celebrations were held the weekend of September 22-23 at the Eiffel Tower. To date an estimated 1.2 billion riders have been carried at a maximum 186 mph. Travel time from Paris to the Mediterranean has been reduced to three hours. Better circulation has developed in France.

For over 50 years, there has been a dream to operate a Trans-Asian Railroad linking Europe and Asia. Now an agreement has been signed in Pusan, South Korea to create a 9000-mile system that would become a new Silk Road. In addition to the more recognizable Trans-Siberian Railroad, extensions are planned to connect to railroads in India, Pakistan, and Bangladesh, Nepal, Cambodia, and Malaysia, and even Vietnam. In the future, there could be extensions to Japan, the Philippines, Indonesia, and Sri Lanka. Major problem is how to connect lines with many different gauges.

Season's greetings

It is hard to believe that as I write this just a few days before Halloween, the Christmas issue is at hand. Thus, I wish all our members and readers a most blessed Christmas and holiday season, and a happy, peaceful New Year.

I try to give advance notice of holiday train shows in NYC but usually this comes out in the January issue. This year I encourage your visit to three usually outstanding model train shows. All are open daily except December 25 and have early evening hours.

Clarke Dunham will have his Citicorp Station at Citigroup Center from November
(continued on page 32)



Search for the Shield

A Cataloging of Our Never-Ending Search for the D&H Logo

edited by **Jim Bachorz**

AAPRCO Special
from *Rev. Walter F. Smith*

Sometime in early September, word began to come by e-mail that a train of private passenger cars was going to move from Chicago to Scranton, PA for a convention of the owners of these wonderful private cars, refugees from first class service of another era, and the envy of every red blooded railfan. I circled September 18 in bright red and we prayed for good weather. That day the special was scheduled to meet Amtrak #68, the southbound *Adirondack*, on the CP/D&H at Rouses Point. A few years ago, a similar private car special had traversed our area through Watertown and Massena. I heard about it after the train was gone. This time I was determined not to miss the action.

We received the good weather we wanted, and at 10:30 that morning drove up to the once beautiful but now decrepit depot at the Point. The group seeking to restore this classic D&H building has managed to close it to keep out the dogs, the weather, and the vandals. Otherwise, it looks much as it has for some time. I put the current CP/D&H radio freq into my scanner and almost at once, the special began talking. This brought both satisfaction and relief. Twenty antique railcars must have the potential for 20,000 problems and possible delays.

Almost at once, I met two railfans, one a local and the other from New Mexico. They were looking around the Point, but did not know about the special! I gave them my computer printout about the AAPRCO extra and they said they'd come back in an hour. As they left, a car drove

in. This proved to be a former Amtrak conductor, now retired, who lives in Swanton, Vermont, for the summer. His son still works for Amtrak. It turned out I had met this man in 1976 when my father and I rode from Springfield, MA, to New York City to try out the then brand new Amfleet coaches. This man had a colorful railroad career having worked first for the Rutland, then the New Haven, Penn Central, and finally for Amtrak. Imagine meeting him again after thirty years!

A few minutes passed and the Homeland Security trucks began to arrive, and #68 came off the CN Rouses Point Subdivision. It had a predictable consist of Genesis unit #86, three Amfleet coaches and cafe. By this time, many fans had begun to appear. A *Bulletin* reader, all the way from Dover, New Hampshire, had been chasing the special earlier and photographed it at Westport. Some people arrived from nearby Highgate Springs, Vermont, but only one man seemed to be a fan. Later a couple from Plattsburgh I had met at earlier fan events appeared. An SUV with New Jersey plates carried only one man armed with tripods, cameras, and all the gear. He was involved in some serious train chasing and I wondered if in two months I might be seeing his pictures in a rail magazine.

The border inspection of #68 continued, and at 1150 hours the light of the special could be seen at the north end of the RP controlled siding. In a way, this was a disappointment. I had hoped the run-around, which was scheduled to take place there, would be in the upper yard, which would take the train by the depot twice. The power would now reverse ends of the special at the controlled siding. This is not an easy place to access without serious trespassing. There is a service road, but it's undoubtedly railroad property. I drove down to the end of a public street and walked the service road to watch the run-around. A conductor was on the ground beside the north end of the special, and many heads were sticking out of vestibules.

At 1220, departure time for Amtrak 68 came and went with no movement. The DS gave the three Amtrak units powering the special permission to reverse ends to the control siding. #54 was on the south end and #190 on the north. In a lapse, I never got the number of the middle unit.

Finally, at 1250 hours after some coming and going from #68, the engine crew boarded. Homeland Security removed a well-dressed young man with all his luggage. He appeared to be Indian or Pakistani. Betty picked up a message on the car scanner that he was to be deported from the Chateaugay port of entry. A young woman who had earlier been taken off the train was allowed to re-board.

Thirty minutes late, amid much raucous whistling between the special and #68, the latter pulled out for Saratoga, Albany, and New York City.

By then I was back to the depot, preparing to photograph each car on the extra as it came by. The man who lives across Pratt Street from the depot very graciously invited me to stand anywhere on his lawn to take my pictures. Later I heard his little boy call to him, and realized that the man was on his garage roof to photograph the special! Within ten minutes, the train began to back up to the CN Rouses Point Sub. He would back the 5.29 miles to Cantic, and there enter the New England Central for the short hop to St. Albans, VT, that night's destination.

The consist of the special was as follows, back to front:

- heavyweight observation-lounge "Castle Hill" in C&O colors, complete with drumhead;
- sleeper/lounge "Northern Dreams", of Northern Sky Charters;
- Vista dome "Northern Sky", of Northern Sky Charters;
- CB&Q/Northern Pacific Vista Dome "North Coast Limited", in original livery;
- Southern Pacific sleeper "Birch Grove";
- Louisville and Nashville Pullman sleeper/lounge "Oliver Hazard Perry";
- heavyweight business car/observation "Federal", in a blue and gray scheme;
- ATSF sleeper/lounge "Diablo Canyon";
- ATSF sleeper/lounge "Vista Canyon";
- CN business car with platform, "Scottish Thistle";
- UP Pullman "Pacific Sands";
- ATSF business car with platform, "Chico";
- CN heavyweight business with platform, "Metis" (the computer printout from Amtrak names this car "Pointe St. Charles");
- UP stainless steel sleeper "Pacific Sands";
- Pullman sleeper heavyweight "Dover Harbor";
- L&N(?) sleeper "Colorado Pines";
- Seaboard sleeper/lounge (with huge glass windows in the lounge section) "Hollywood Beach";
- Lancaster and Chester sleeper/lounge "J. Pinckney Henderson";
- sleeper/lounge "Mount Vernon";
- NYC round end observation "Hickory Creek", in two-toned gray "Twentieth Century Limited" dress.

The power pushed this consist past onto the CN, and for us the show was over. Like leaves before the wind, the fans disap-

(continued on page 32)

Disassembling the Planet for Powder River Coal

by John McPhee

*(Third of six parts;
continued from last month)*

On board

On CNAMR and CTSBT, when we went through speed-restricted zones – bumping and rocking if there were problems in the track – we came eventually to a green metal flag. It marked the end of the zone, but not of the speed restriction. The engineer had reached the green flag, but his last car had a mile and a half to go. Scott set a counter at 7500, to count down in feet. When it reached zero, it went off like a microwave.

The counter was once a human being riding in a caboose. The human being had a walkie-talkie, and he would say to the engineer, “We’ve got the green flag!” Those were his last words. While graffiti bloom and hoboos persevere, the caboose has been replaced on the end of the train by a small red box full of wires and chips.

Working cabooses do exist. If you set up a tent at Gibbon Junction and spend the summer, you might see one. Typically, they had a conductor, an assistant conductor, and several brakemen in them – the conductors handling paper waybills, the brakemen now and again walking beside the train to look for hot bearings or equipment that was dragging. The older cabooses were made of wood and had coal-burning stoves, which were wonderfully warm. Advanced technology came in the form of oil stoves, which were not wonderfully warm, and crews threw baggies full of diesel fuel into the burning oil, hastening the demise of the caboose. A pair of trains would give each other “roll-bys”, crewmen in each caboose inspecting the other train.

If a train had a problem, it stopped. Crewmen walked forward and fixed the problem. The engineer then pulled the caboose up to the crewmen. Now, in addition to Scott, the entire crew is Paul. If there is trouble, Paul walks back to it, and then back from it, as much as three miles, maybe in deep snow, while Scott waits, while stockholders wait, while Alan Greenspan waits, and Sisyphus is working on the railroad. Yet the electronic detectors that have replaced the crews in the cabooses see, hear, and feel more than the crews could. Ten, 15 miles apart, the detectors are everywhere along the tracks. They enter the cabs of locomotives as cavernous virtual voices reporting what they find, reporting what they do not find, and offering reassurance. They look and

listen for dragging equipment, out-of-round wheels, hot journal bearings, excessively high or shifting loads. The presence of flat spots will show up quickly on the wheel-impact load detector. An electronic-evaluation car with lasers and ultrasonics can inspect the track itself at 50 mph. Collectively, railroads promote these features as “health monitoring”.

William C. Vantuono, the editor of *Railway Age*, says that a unit train, such as a coal train, with no local switching work, could run without a conductor. So long, Paul. Scott becomes a crew of one, and even one-man crews may soon be a fading custom. In some rail yards, you find working locomotives with no one in them. Ron Rawalt casually predicts that “trains will before long be going coast to coast under remote control, with no crewmen at all on board”. Needless to say, these foreshadowings have not gone unnoticed by the UTU and the BLE. Just step into a yard office among the gathered engineers and conductors and you will soon hear something like this: “Kids barely know how to throw a switch and pull a pin and make a train up, and they’re running these RCL’s. We lost 50 engineers’ jobs when they went to remote control. A guy with two years’ experience is running remote control, replacing an engineer with 20 years’ experience.”

Scott Davis, reviewing the subject, did not show much alarm. He said, “The railroad wants to go on one-man-only. They’re not going to get that.”

Meanwhile, the multiplication of coal trains and the accompanying rise of the intermodal stack train have brought congestion to the rail network and slowed down traffic in ways that robots might to some extent relieve. By federal law, train crews work a maximum of 12 hours. If their time runs out, they are “dead on the law”, and they must absolutely stop the train and get off, the difference notwithstanding if they are out in the middle of the Great Salt Lake Desert or two miles from home.

While more and more trains compete for track space, the crews’ hours are a constant in equations full of variables. When time runs out and the result is a “dead train”, trains behind it are affected, and trains behind them, until – as Dick Eissfeller once found – “UP eastbounds trying to get into Chicago are backed up halfway across Iowa.” He once referred to BNSF as “the land of the standing coal train”, and, employing a phrase of wide

use in the industry, said, “UP stands for Unlimited Parking. Parked trains are almost anywhere, waiting for new crews. The situation can go on for days or weeks.”

When train crews die, they are usually near a highway, and vans go out to get them. In Nebraska, they are picked up by armadillos. Armadillo Express is the name of an independent service company that has achieved prosperity picking crews off stranded trains. Nationwide, there are a dozen such companies. Not infrequently, they carry fresh crews as little as a mile from railroad yards to bring in dead trains. Those fresh crews are called dogcatchers.

The most hyperactive dogcatchers are in North Platte, because UP’s Bailey Yard, at nearly 3,000 acres, is not only the largest railroad yard in the world, but also among the most crowded. Trains waiting for admission to Bailey die where they wait. When Paul and Scott pulled CTSBT into North Platte to tie up from their turn, 18 miles of coal trains (12 units) were already inside the yard, and half a dozen eastbounds were lined up waiting to come in. Crewless locomotives were rearranging autorack trains and varied blocks of manifest trains. The wye was busy, and there was a balloon track, places where cars and locomotives are turned around. Two tank cars, poised on top of the East Hump, in silhouette looked like carpenter ants. Coyotes live in Bailey Yard. Wild geese overwinter at its water-table lakes. When you get down from your train, a van picks you up and drives you, say, two miles to the yard office, where your own car is waiting, sometimes covered with snow.

Annually, about 300-million gross tons of freight pass through Bailey Yard, where public grade crossings were eliminated years ago. Five streets of North Platte are on elevated causeways over the yard. Train watchers from many parts of the world make pilgrimages to the elevated causeways. If their skin is dark, they were obviously sent by Osama bin Laden. Informants call the FBI.

The main purpose of the yard is to classify freight cars in the way that UPS and FedEx sort packages in Louisville and Memphis. The robot locomotives shove manifest trains up small parabolic hills – the East Hump, the West Hump – where single cars or small groups of cars are set free at the summits to roll downhill into groupings of parallel tracks, which are called bowls but in plan view resemble the

strings of harps. The West Bowl has 50 tracks, the East Bowl 64. Each gravity-powered "cut" of cars rolls into the bowl below and stops on a track where other cars with a similar destination are assembling as a new train. This may not represent a frontier of technology, but it is a distinct advance over "flat switching", the traditional technique of pulling the pin from a coupler, then shoving the whole train until it reaches a certain speed, then slamming on the brakes so that whatever has been uncoupled leaps free, rolls on overland, and is switched onto a designated track.

The yardmasters of Bailey work in glassy polygonal structures that look like airport control towers. Scott Davis took me into the West Hump Tower, where his yardmaster brother, Marty, was nearing the end of a shift. On the top deck, Marty sat alone in a very spacious room with a panoramic view, while two others worked in a similar space one flight down. Outside on the hump, a pinner was pulling pins and simultaneously operating, from an electronic device slung on his chest, the robot locomotive that was pushing trains up the hump. Inside the tower, one of the men on the lower floor sat before a computer screen and talked to the pinner through outdoor loudspeakers. On his screen, he could read the destinations of the cars on the hump, and he was telling the pinner where to pull pins to make cuts.

As cars rolled off downhill, the computer was throwing switches all over the West Bowl, but if the computer were to overlook something, it could be upstaged manually by the other man on the lower floor, who sat before a desklike surface covered with levers that operate switches. Marty Davis, yardmaster, alone on the floor above, seemed watchful, like a coach observing the calls of his offensive and defensive coordinators.

At the shift change, Marty was replaced by Gib Larsen, who closely resembled King Lear. His hair was a sort of robe, a floor-length white robe. As we left the tower, Scott said, "He's into mountainman stuff. He has buckskin pants, buckskin shirts. He goes to Rendezvous Days in Ogallala, where he throws axes."

In the crew room in the yard office, computers were lined up, as if it were a public library. Arriving for work, engineers and conductors log in for orders there; and after their turns, they tie up on the computers before they go home. When Paul and Scott picked up their printouts for CNAMR, the crew room was jammed with dogcatchers. Trains were dying left and right, in part as a result of the freezing weather.

Mary Hanna and Carol Townsend were not there. They and 250 men were the District 2 engineers. The district's conductors were all men. There were not a few speckled beards, and mustaches large enough to resemble the lower halves of crossing signs. Most of the crewmen were clean-shaven guys in ball caps. Everyone wore hard-toed six-inch boots. While the crew room was actually a management-driven processing pen, it had the hubbub of a union hall.

As Scott's and Paul's time ticked, we waited three hours before we were driven to CNAMR, which was parked in a fuelling pit. What an ambitious word - "pit" - for a place to put something 7500 feet long. There were loaded coal trains on either side of CNAMR. We climbed into the lead locomotive, and waited for the completion of air tests, fuelling, mechanical inspection. A hundred yards ahead were a blue flag and a device on the track that would derail the train if it were to move forward while the flag was present and authorization was not.

Finally, a radioed voice came into the cab: "Five-eight-six-four east to the east run. Through yardmaster. Over."

Scott said, "Five-eight-six-four east out."

He also said, "We got a lunar, Paul", referring to a signal that at last had something positive to suggest. The releasing of the air brakes began at the two ends, and moved toward the middle. The train's very long integral air tube was like the air sac of a rope fish. At 12:54 p.m., we were actually moving - five miles per hour - and Scott set the counter, saying, "So I'll know I'm off that pit and can get up to yard speed." He was up to 12 mph when a yellow light put him down. He set the dynamic brakes. Bumpily, the hoppers compressed. We stopped.

An hour later, we had not moved an additional inch. Beside us was a Z train, an intermodal meant for fast travel. Its status for the moment was no higher than it would have been had its name begun with C. Eventually, the towering double-stacked boxes stirred, and Paul said, "This shooter's starting to pull." In time, we followed the shooter, slowly, through the east end of the yard.

Over a fence to our left was Central Nebraska Packing, where horses, until recently, were prepared for human consumption, and are now processed for zoos. Over a fence on our right, some healthy-looking palominos were grazing through snow, enchanted surely that a coal train lay between them and the house across the way. So far, it had not done us a lot of good to be drawn by 13,000 horses.

An hour and a half after we began to move out of the fuel pit, we were still in Bailey Yard. But now we got a flashing green. We swung right over a movable-point frog and onto the Triple-Track Main. Scott said, "14:20. We're out!" (This is the third part of a six-part article; reprinted from *The New Yorker*, October 3, 2005; from the collection of Stewart Milstein. To be continued next month.)

D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T

(Metropolis Monograph from page 29

24 through December 29. It is free and always of high quality. The format will be the usual: Weehawken in the 1940's; the Generak village scene, with moving figures, equipment, and changing lights; and finally a wintry scene from the Adirondacks. He combines several gauges and it's always a real holiday treasure.

The second is a model train show at the NYC Transit Museum at GCT. It is also free and runs from November 21 through January 16.

The last is the garden train show at the New York Botanic Garden in the Bronx. It runs this year from November 19 through January 7. Garden trains run through landscapes created out of natural materials. Featured this year are Magical Missing Mansions in Manhattan. All the buildings including bridges and Yankee Stadium are made of natural materials. However, it is pricey: \$18 for adults, \$16 for seniors/children, added to a \$10 parking fee.

The e-caboose!

Thanks this month to Marjorie Anders, Will Baird, and Sam Zambuto; plus the *New York Times* and *USA Today*.

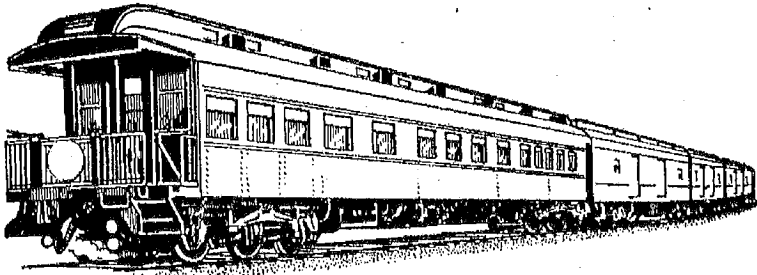
As always, if you have any questions and/or comments about this or any other item in the *Bulletin*, please contact either the Publications Office (2476 Whitehall Ct., Niskayuna NY 12309; editor@bridge-line.org) or myself (334 E. 116th St., New York City, NY 10029; rlowe@rbcc.org).

D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T

(Search for the Shield from page 30)

peared to give chase. But the move down to the wooden NEC trestle at Mississquoi Bay might take a very long time, and we were hungry and tired. A new highway bridge is under construction beside the railroad bridge there, and parking would be a huge problem. One fan had even speculated about climbing over the barriers onto the unfinished new highway bridge to take his pictures. Betty and I left the chase to people younger than ourselves. But we had seen the great special, surely the most unusual move in this area in many years.

D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T-BLHS-D&T



Open Platform Observations

by Steve Wagner

CXXXVI: October expeditions

Please, Mr. Postman!

Look and see! *Bulletin* caption writers, you gotta wait a minute, wait a minute, oh yeah! Richard S. Allen, shown in a photo by **Jim Shaughnessy** on page 22 of the November issue about to load mail onto D&H train #6, wasn't just the postmaster of Round Lake, NY. He also wrote a fine article about the railroad line built north from North Creek to Tahawus during the second World War and operated by the D&H for decades. *Trains* published it as "Better late than never" in the January 1959 issue (with the teaser "D&H, Ore Hauler" on the cover). Our august publication reprinted it (but without the map and photos) some years back. Allen also was a great expert on covered bridges and wrote at least five books on that subject.

Running backwards

Warren Martin e-mailed me information on whole D&H trains, not pusher engines, that regularly ran backwards:

"The afternoon passenger train into Troy would come back through Green Island with the diner attached to the front of the 600 [i.e., Pacific, 4-6-2 steam engine... SW], which would be running backward. It might have turned on the wye in Maplewood, but then the engine would be headed south, pushing the diner. If they wanted to they could have turned in Troy, as at that time [not later than 1953, because steam was still in service...SW] the wye there was double-tracked.

"Another choice example: most locos arrived in Green Island headed north, unless they were going to take a run over the Troy Bridge. The local peddler would leave Green Island and go up the old line through the street in Waterford to Waterford Junction. It would then run backwards on the main, through West Waterford (where the [passenger] station was) to Cohoes and service the freight house and the industries there. Then it would run back up to the junction, and then with the caboose on the south end and the engine on the north end aimed north, back through

Waterford to Green Island. There was a man on the caboose platform blowing a little whistle that was attached to the train [air brake] line. As far as I know, they never ran over anything."

Thanks, Warren!

Guns along the Erie Canal

In his "Writer's Almanac" radio broadcast for October 26, Garrison Keillor related that on that date in 1825 the Erie Canal was officially opened. Part of the celebration was the successive firing of cannons spaced barely within earshot of each other along the canal and the Hudson River. It took 81 minutes from the firing of the cannon at Lake Erie to the firing of the one in New York City, which was the fastest transmission of news over such a long distance in history up to that point.

Back to the Berkshires

My wife and I returned to North Adams for a three-day vacation early in October, which allowed me to see a few items of railroad interest.

In Williamstown, a smaller coal yard structure stands near to the big one I mentioned in the November issue, I think with two silos instead of four, not as tall as those of the main one. Unfortunately, I didn't see any signs on it, so I don't know whether it belonged to the same fuel dealer as the other.

It is apparently possible to get to the Hoosac Tunnel's West Portal in North Adams on foot. A man providing information at the fine tourism center in Adams explained how to me, but I haven't yet tried it. A much shorter tunnel on the ex-B&M main line "west" of the old station site cuts right under Route 2.

At Zylonite, I saw that Specialty Minerals has a Trackmobile for moving freight cars between the weekly switch by Guilford.

In Adams the wooden ex-Boston & Albany freight station on the erstwhile branch from Pittsfield is in worse shape than the brick passenger station, but their architecture matches, particularly the simple curved brackets supporting the edges of the roof. CJ's [Sports] Pub occupies the passenger depot; its interior is attractive, and more than one local person told me it serves good food.

In Cheshire, the wooden depot is now Chic's Auto [repair shop]. A modern garage door has been installed in the north

end and several small additions made to the east (trackside) side, but the south and west walls are probably much as they must have been decades ago.

In Pittsfield, I saw an MDT Flexi-Flo covered hopper (for cement) in the CSX yard. I saw parts of two moving trains on ex-B&A main line, but I couldn't see locos on the first and couldn't read the locos' numbers on the second. However, Housatonic GP35's #3604 and #3602 pushed two AGR boxcars across a grade crossing right in front of our car in the northern part of that city toward the CSX yard. I hadn't realized that the Housatonic did any business north of the old B&A.

Heading back home

While walking across the road bridge in downtown Shelburne Falls, I heard air horns. They turned out to be heralding a westbound freight led by Springfield Terminal ex-N&W high-hood SD45 #681 and ST ex-NS GP35 #210, plus at least one other unit. The train had lots of boxcars, some covered hoppers and gondolas and about four tank cars at end.

At the west end of East Deerfield Yard, three units led by Boston & Maine ex-CR GP40 #342 and ST ex-Santa Fe SD26 #621 were idling. Shortly CP Rail "orange peel" SD40-2's #6010 and #5879 led a freight west past tower. Before the train stopped and started to back into the yard, I counted 25 boxcars, twenty covered hoppers (including three Potash Corporation of Saskatchewan in salmon, and four Boston & Maine blues), an empty Southern bulkhead flat with side stakes doubtless returning for more telephone poles, one loaded TTZX center beam, one much shorter TJAX with "fingers" but no loads, and a Huber kaolin slurry tank car with billboard road name and herald.

Ayer again

I saw three trains in an hour Sunday morning, October 8. The first inbound commuter left about two minutes after its scheduled 8:19 departure. About 8:53 a train the dispatcher called a "piggyback", led by MEC ex-CN GP40-2W's #502 and #504 headed east past the wye before backing into the Hill Yard. It carried 41 containers and 30 trailers (including some containers riding on chassis).

About 9:12 I saw the front end of WAED (Waterville, ME to East Deerfield), led by MEC GP40-2W #518 and GP40 #306, waiting at The Willows for the intermodal to clear the wye so that it could drop some "Ayers and Barbers" (cars for Ayer and for Worcester) before continuing west.

What kind of Series?

A World Series between two baseball teams from New York City has traditional-

ly been called a subway series. I was delighted when the Tigers beat the Yankees and the Athletics, and the Cardinals defeated the Padres and the Mets, because the resulting Detroit-St. Louis showdown can be the "Wabash Cannonball Series".

By the way, that long-gone passenger train was named after the one in the old song, not the other way around.

"On to the banquet we press"

(That's a quotation from one of the Gilbert & Sullivan operettas, "The Sorcerer", I think.)

On October 21, I left home early enough - about 6:13 - that some stars were still out. I particularly noticed the constellation of Orion the hunter, a sure sign that fall was well advanced.

The only train I saw at Ayer was the first inbound commuter, though I hung around for an hour and a half. There was nothing notable in Gardner, except cars of foreign coal and a boxcar still proclaiming the slogan from the 1960's, "Southern gives the green light to innovation". In "downtown" Erving, I noticed that the old passenger station has finally been sold. For many years it was a modest but very pleasant - except for the cigarette smoke - little restaurant. Here's hoping for a revival.

Three MEC units with Guilford Rail System lettering were near the west end of East Deerfield yard: ex-CN GP40-2W #517 and ex-Conrail GP40's #347 and #349. They went forward a little; I think they then backed down to near the sand towers, where I suspect that locos are also fueled.

I paid my first visit to the Energy Park at or near the site of the former passenger station in downtown Greenfield, where there is a Pullman-Standard steel caboose with inconspicuous vertical ribs on its sides. There apparently is a nice exhibit inside, but I couldn't get in.

At Shelburne Falls, I had a delicious (but rather zippy) Cajun omelet for brunch at the Bridge Street Cafe. No train horns called me outside this time.

Colorful autumn leaves were past their peak, but the mountains were beautiful: few bright reds and not many bright yellows, but mostly shades of gold, green (mostly from evergreens) and brownish gray (the trees without leaves). Traffic was delightfully light.

JP's Trains, the popular model railroad shop in Latham, NY was very crowded. Someone half-jokingly asked where Dave Roberts, who works there part time, was; someone else said he was off trying to get the BLHS 2007 calendar printed. (I reported this to Dave before the banquet; he said he was actually helping his daughter with an automobile emergency.) I bought, among other things, a pack of HO Burma

Shave signs, mainly to give one with a tuba rhyme (If harmony / is what you crave / then get / a tuba / Burma Shave) to **Charlie Ricci**, the brazen tuba player in the Highland German band and several other ensembles.

I continued west and made unsuccessful searches for Ruby's Silver Diner (written about in the October *Bulletin* as being based on an old D&H dining car) and the Mohawk Valley Railroad Company (indicated as being in Schenectady in its classified ad in *Model Railroader*, but, as I learned later from a local modeler, really in Rotterdam, but with a Schenectady mail address. I was also hoping to see a north-bound freight at Watervliet around 4:00 p.m. as I had on two other Saturdays, but no such luck. So I turned south on Route 32.

As usual, I found some sodium hydroxide tank cars near the warehouse topped by the giant Nipper. At least two CP locos were at Kenwood, but none in other paint schemes. At the Port of Albany I found a huge flat car, with two white platforms on three trucks each supporting a big blue depressed section that carried what a security guard called "part of a generator, from GE" at the Port. (At the meeting a little later, **John Bartley** said GE has two such cars; he did the drawings for their depressed section.)

I made a quick trip to Ballston Spa, mostly on limited access highways (I787, I90, and I87). The Northway crosses the Mohawk on the Thaddeus Kosciuszko Bridges, named after the Polish patriot who fought in the American Revolution, as well as in an unsuccessful fight to preserve his homeland's independence. When he died, he left money to buy freedom for slaves. My parents gave my brother Fred "Thaddeus" as his middle name; he has changed it to the Polish form, "Tadeusz".

The BLHS banquet

The Society met at Manna's, on the site of the former D&H passenger depot, where we'd met at least once before.

I gave **Bob Moore** drawings of warehouses in Binghamton, two CMA diamond-shaped railroad crossing signs, and a filled-out survey form for next year's BLHS convention, which he is helping to organize. And I gave **Jim Bachorz** some drawings and articles from old model magazines for the Society's archives. **Dean Splittgerber** spoke with me about models, praising Marklin's in particular.

John Milczarek called the business meeting to order. Because no one had come forward to run against any of the present officers, Barb cast one ballot for the incumbents (including John as President, Dave Roberts as Vice President, herself as Secretary, and **Pete Rankin** as

Treasurer). **Chris Shepherd** reported that **Jack Wright** wasn't running again for election as member of the Board of Directors, because of new responsibilities in his job, but that **John Collins** and **Tony Rudmann** had volunteered to run, along with incumbent board members **Dean Splittgerber** and **Bill Kozel**. Ballots will be sent to the membership in a special mailing.

Gene Corsale presented the Marvin A. Davis Award, given by the BLHS in honor of the Delaware & Hudson's late chief road foreman of engines/system to this year's very surprised recipient, **John Milczarek**, largely in recognition of his heading the effort to get the society's archives housed at the State University of New York at Albany.

After **Bob Lowe** gave the invocation, **Jim Bachorz** decided which table's occupants should go to the buffet first [and I went last...JB]. There was no shortage of food, including good salads and a suitably cheesy Lobster Newburgh.

After-dinner program

Bill Bibby wasn't able to come. Two members agreed to entertain the group instead.

Charlie Klimek spoke about his 36 years of work for the D&H, from 1966 to 2002. He was born in Chicago, where his interest in railroads was stirred by his father, an avid photographer who loved Burlington's *Zephyrs*. He lived for thirteen years of his youth in Hudson, NY (**Gary Schermerhorn's** hometown), where he spent a lot of time at the station, helped the crossing attendants at Columbia and State Streets, and saw the original Freedom Train parked on the Morrell coal yard's siding.

As a young man, Mr. Klimek worked for a year and a half at the United[?] Atlas Cement Division of U.S. Steel, where he served as conductor on trains switching cement cars at the Hudson plant and hauling them up and down the hill. But in 1965, he was replaced by a "black box" that enabled the engineer to do the work of a whole train crew.

Mr. Klimek applied twice to work on four nearby railroads: New Haven, New York Central, Boston & Maine, and Delaware and Hudson. Eventually he was tipped off that the D&H was hiring, and he got a job on the recommendation of Gene Gilchrist at Colonie. He trained with **Charlie Brierly** (later Amtrak's senior conductor) in 1966.

This was still old-time railroading. The men often worked a 16-hour day. Mr. Klimek commented, "I never knew there were so many places to buy a six-pack of beer between Colonie and Whitehall."

But soon he was furloughed. Gene Gilchrist then put him to work as a clerk,

first at Colonie and then as a traveling clerk filling in all over the Capital District: he'd start his day at Green Island, move down to South Troy, back across the Hudson to Kenwood and end up at Allegheny Ludlum and Adirondack Steel in Colonie.

One day Mr. Klimek was asked if he wanted to go out as a fireman on a piggyback that night. He said, "Sure". That's when he met Lew Baisden. He was told that twenty new firemen would be hired the next day, so he applied and was among them. He worked Mohawk Yard in its heyday, 200 to 400 cars a shift. They switched General Electric three times a day; it had 27,000 employees then, as compared with 4,000 in 2002.

After a while he was cut off the board, and had to go to Oneonta or Binghamton, where there were firemen with less seniority than he.

As a swing fireman, he had to ride to Lanesboro and get off the train under Starucca Viaduct, because Pennsylvania didn't have a "full crew" law and New York did. He had to wait around for four and a half hours before getting on a northbound train. It was boring. He walked across the viaduct, even though he wasn't supposed to do so.

Firemen had to get on trains while they were moving at that time. One time he missed the railing and fell; fortunately, not onto the tracks. When he appeared in the cab, the engineer exclaimed, "My God, kid, I thought you were dead." Mr. Klimek replied, "Next time, you'll slow down, won'tcha?" The hogger responded, "We gotta keep the schedule", which Mr. Klimek said reflected the pride that the crews then had in the railroad.

One time while Mr. Klimek was firing, Buck Dumaine [then President of the D&H] rode in the cab. He called out "Hi ya, fella!" to a construction worker, who responded with a rude gesture. Dumaine repeated it with a "Same to you, fella!" but told Charlie, "That's hard work. I've done it." Dumaine loved the railroad.

Mr. Klimek eventually became an engineer, about the time that the D&H began to decline, when its resources were shifted by Dereco to pay for repairing the huge damage Hurricane Agnes did in 1972 to the Erie Lackawanna. Mr. Klimek said that during the flooding. The EL parked twenty boxcars loaded with ammonium nitrate on a bridge to stabilize it. They would have blown up if the water had reached their cargo.

Another time a conductor had tied down twenty cars at Binghamton during an ice storm. There was so much ice on the rails that the cars slid anyway, hitting a set of power by the roundhouse and pushing the lead unit into the pit, with a worker

underneath. Fortunately, the worker escaped injury.

With the formation of Conrail in 1976, the D&H lost most of the business it got from the Lehigh Valley, plus the friendly business from the New York Central at the Sand Bank Yard interchange near Schenectady. There was a pig farm near there, run by a Polish woman named Ida who somehow knew when a crewman abducted one of the pigs that had strayed onto the tracks, even though it was 3:00 in the morning.

Once Mr. Klimek was on a set of U33C's that derailed at or near Nineveh, giving the conductor a bad whiplash. Mr. Klimek didn't get into trouble that time. An old man who lived nearby had told a track gang about a heat kink in the track that afternoon, and it hadn't been fixed. Another train went over it and uncoupled in five places. The crew got the train back together and moved on. He said **Bernie O'Brien** hadn't gone back to check the track.

But another time, while the tunnel east of Binghamton was being enlarged, Mr. Klimek was running four GP39-2's with 104 cars near Cascade Wye, just north of Starrucca, and hit three 5000's (RS11's and/or RS36's), probably at about 13 miles per hour. He was fired and spent six months in limbo. General Superintendent **Carl Belke** told him it had been a massive mistake by the D&H, and Mr. Klimek should never have been fired, since he'd been following the rulebook. The trainmaster wasn't qualified under the Book of Rules and had left three engines on the main instead of on the wye. Supposedly yard limits had been set, but even the dispatcher didn't know about that. Mr. Klimek sued the D&H and the railroad countersued. The case went to the U.S. Supreme Court, and Mr. Klimek got his job back.

Guilford's takeover of the D&H in 1984 started nicely. The plan was that if the Norfolk & Western (or Norfolk Southern) bought Conrail, the D&H would get trackage rights from Buffalo to St. Louis, Detroit and maybe Chicago. But the unions were opposed, and Tim Mellon turned against the unions.

Mr. Klimek was head of the Brotherhood of Local Engineers local during the 1986 strike on the D&H against Guilford in sympathy with the Maine Central workers. The BLE headquarters in Cleveland told the engineers that they should go to work, since they weren't on strike. Eventually the U.S. Court of Appeals for the Second Circuit ruled that the unions had the right to conduct a secondary boycott against the railroad, but the judge warned them never to do it again.

Walter Rich [President of the New York, Susquehanna & Western, which ran

the D&H as a Directed Service provider after Guilford let the D&H go bankrupt] loved the D&H. Mr. Klimek considers him an "A number 1" railroader. His railroad is a union railroad, and he carries a union card and actually pays dues. And he's a railroad buff; he must have every railroad video made in his library at Edgewater. The O&W was his favorite. And Mr. Rich didn't treat engine crews like peons; if the bigwigs in the business car were having steak, so did the guys in the locomotive. They appreciated that.

Some railroaders don't always like "railroad nuts". One time Mr. Klimek's colleague in the cab saw some and uttered a disparaging remark. Charlie said, "Watch this", took out his father's old camera and took a picture of one of the fans photographing the train, who was so surprised that he dropped his own camera.

Rich's Directed Service operation ran out of money, and CSX wouldn't provide more. When the D&H was put up for sale, Canadian National, Canadian Pacific, the Providence & Worcester, the Susquehanna and one other line submitted proposals to the federal bankruptcy court in Delaware. Only the CP proposed to pay actual money, as opposed to stock. The Susie-Q couldn't get New York State funding, and the CN and CP withdrew. On March 1, the D&H was due to close down. But CP came back and reinstated its offer.

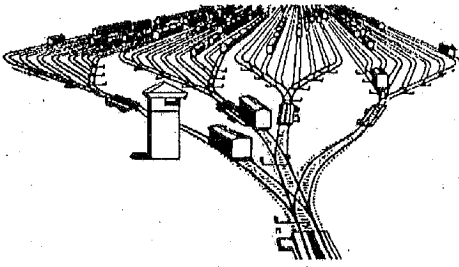
At that point, Carl Belke asked Mr. Klimek whether the engineers would work under the same agreement as under Directed Service until the CP could negotiate a new one. He replied, "Of course".

CP locomotives have an alerter system that stops the train and sets the brake if its speed gets up to 68 mph. On a business special Tom Waver - a wonderful operating man - told Mr. Klimek to go up to 70. Klimek warned that that would stop the train, and Waver said the system didn't work that well, anyway. But when the alerter started to respond at 70 mph, Waver said to hold the speed to 67. (When Waver left, no more employee picnic specials were run, over the whole CP system.)

Mr. Klimek said Joe Corsale's nickname on the D&H was Boss Hog, after a character on "The Dukes of Hazard" he resembles in appearance and voice. He also said that train service was the worst sort of work for family life; you couldn't plan anything. He retired when the minimum age for it was lowered to 60.

Mr. Klimek is a model railroader and collects timetables. He can't find his switch keys, has sold his lanterns, and has been told by his wife that any magazines not gone by the end of the year will be going to the dump...hence his ads in the **Bulletin** "Swap Shop".

(continued on page 38)



The Receiving Yard

by Doug Barron

CP/D&H schedule changes...Recent schedule changes affecting trains on CP/D&H include:

- Trains 248/249 between Toronto and Binghamton have been replaced with trains 254 (east) and 255 (west), operating daily.
- Trains 164/165 now operate between Binghamton (former Montreal/St. Luc) and Philadelphia three times per week. On CSX they are known as Z482 and Z483.
- Trains 252/253 now operate daily between Montreal/St. Luc and Binghamton.
- Trains 258/259 now operate daily between Binghamton and Allentown (formerly Bethlehem).
- Road locals D18/D17 now operate between Allentown, PA, and Oak Island, NJ on Monday-Wednesday-Friday. These trains connect to/from trains 258/259 at Allentown, and now interchange LVRB (formerly PBNE) freight at Riverside Yard at Bethlehem. This Bethlehem freight was formerly handled by 258/259.

The latest CP Rail rationalization plan in the western New York area leaves just two symbol trains on the Southern Tier. The remaining runs are:

- Train 135: Frontier Yard (CSX) to Toronto, daily.
- Train 254: Toronto to Binghamton, daily (old 248).
- Train 255: Binghamton to Toronto, daily (old 249).
- Train 256: Toronto to Frontier Yard (CSX), daily.
- Train 257: Frontier Yard (CSX) to London, daily except Wednesday.

A modest amount of Buffalo originating traffic had earlier been diverted to CSX and NS because of past changes. More will likely follow as CP further cuts back its U.S. operations.

Railpace

North Creek line...Early in October, a ground-breaking was held at Thurman, NY for a new passenger station. Thurman officials hope the hamlet, about four miles west of Warrensburg, will be a regular stop for the tourist runs of the Upper Hudson

Railroad, which is based in North Creek, NY. The Upper Hudson Railroad has been operating over the former D&H Adirondack Branch between North Creek and Riverside, about eight miles away, since 1999, and more recently has been taking passengers to the 1000 Acres Ranch Resort in Stony Creek, just south of Thurman.

The line is owned by Warren County, which hopes the train can be a catalyst for a revived tourism industry in the western part of the county. The ground-breaking won't immediately be followed by construction; instead, the focus will be on completing track rehabilitation. A section of the track in Greenfield was washed out over the summer and must be replaced. The line runs from Saratoga to North Creek.

Tracks were laid north to Tahawus during World War II to mine titanium for use in aircraft [sic], but that line was abandoned after the mine closed in 1989. Now a \$750,000 state grant is expected to save the abandoned D&H line from North Creek to its terminus in Tahawus. The grant recipient is the Town of Newcomb, which has joined forces with Warren County to acquire the 29 miles of rail line from NL Industries. But it's not clear if another company will come along to reopen the mine in Tahawus, or whether there is a market to justify rehabilitating the line for tourist trains that could eventually travel the entire 86 miles from Saratoga Springs to the High Peaks area.

The northern section of the railroad is still in relatively good shape, including the trestle across the Hudson River at North River, and officials expressed optimism that eventually a new mining company will find it profitable to reopen the Tahawus operation. There are more than 50 million tons of titanium ore still in the ground, more than NL Industries ever processed in all the years after the mine's opening in 1942.

Schenectady Gazette

Note: Titanium wasn't used in aircraft in any significant amounts until the 1960's, making the above claim dubious. I've also seen another reporter claim that the titanium was used as armor in WW2, another improbable declaration. The main product of the mine, as most D&H watchers know, was the mineral ilmenite (FeTiO3), an iron-titanium compound. From it, NL Industries extracted titanium dioxide (TiO2) for use in paint pigment. NL Industries' name prior to becoming politically correct was National Lead, and one of its main products was Dutch Boy paint. Lead was used in exterior paint until around the 1980's or so. ...JB]

Saratoga commuter rail delayed...A chance to test commuter rail service from Saratoga to the Rensselaer, NY rail station has been

delayed for a year. New York officials had hoped to have an \$11 million, double-decker commuter train running between Saratoga and Albany-Rensselaer this winter as part of a federally funded demonstration project.

However, a change in the delivery schedule of the train means the test has been pushed back to the winter of 2007-08, said John Egan, executive director of the State Senate High Speed Rail Task Force.

Two of the commuter trains currently are being tested by the Florida Department of Transportation in conjunction with the Federal Railroad Administration. The two-year program mandates a three-month trial under winter weather conditions, so the state of Florida went looking for some.

Because of the delay in the train delivery, the New York State Department of Transportation has put pursuing the test program on hold. The test plan calls for the train to carry passengers from the Saratoga Rail station to the Albany-Rensselaer station along lines owned by CSX and CP Rail.

Egan said he wants to stir interest in a commuter rail network so New York railcar makers, like Plattsburgh's Bombardier, will consider making a system that could be used on local tracks. The double-decker commuter cars testing in Florida were made by Colorado Railcar, and can carry 400 passengers. A spokesman for the Colorado firm said the company would be interested in selling trains to New York State.

Albany Business Review

Private car special...In my column last month I said that the private car special that went over the D&H in September was going to go south of Scranton to Harrisburg before turning west. As Gary Schermerhorn wrote in his column, that didn't happen; the cars returned to Rensselaer over CP/D&H tracks before heading toward Chicago.

In the November issue of Railpace is an article with eight photos of the private car special. The photo on the back of the magazine shows almost the entire train on September 20, 2006 at Delanson, NY, passing under the new CP Rail signal bridge at CPF499, where a now out-of-service classic D&H cantilever signal tower remains.

The first car behind the engines looks like it is a D&H car with its yellow, blue and grey paint, but it is former C&O business car "Chapel Hill". The other cars on the train were "Northern Dreams"; "Northern Sky"; an NP Vista Dome; "Birch Grove"; "Oliver Hazard Perry"; "Federal"; "Diablo Canyon"; "Vista Canyon"; "Scottish Thistle"; "Pacific Sands"; "Chico 37"; "Metis"; "Dover Harbor"; "Colorado

Pine"; "Hollywood Beach"; "J. Pinckney Henderson"; "Mount Vernon"; and former NYC round-end observation car "Hickory Creek".

Doug Barron

CP Rail motive power...The delivery of CPR's 80 GE-built ES44AC's, nos. 8760-8839, began during September. Units 8760 and 8761 were spotted in primer at the Erie, PA, plant on September 5. These units are almost identical to the previous ES44AC's that CPR received last year, but with one notable difference: the new units are equipped with GE's Hi-Ad trucks instead of steerable (radial) trucks.

The first three to be delivered were 8762, 8763 and 8764, which arrived in CPR's Agincourt Yard in Toronto on Sept. 24. On September 27, units 8765, 8766, 8769, 8770, 8771, and 8772 arrived in Toronto on CPR train 255. On Sept. 29, GEVO's 8768, 8773, 8774 and 8775 followed. Once the locomotives arrive in Toronto, they are dispatched almost immediately, leading the first available train northward/westward.

In September, CPR SD40-2 #5866 was released after having been fully repainted in the current scheme, minus the beaver logo on the long hood. Also, Soo #6609 is the last of that series left in the white paint scheme. There are still three Soo engines left in red (6612, 6614, 6617). All the others are now in CP paint. As a footnote, Soo 6614 is in the shop, now lettered IIRC. D&H/CP 7300's are going for mini-overhauls; 7311 has been at St. Paul, MN since May.

Railpace, Leatherstocking RHS Rail Times

Union Pacific sues Brotherhood of Locomotive Engineers and Trainmen...

On October 17, the UP sued the union representing its Salt Lake City-area engineers who walked off their jobs because they couldn't work as many hours as they wished, according to the Salt Lake **Tribune**. UP has filed a lawsuit in U.S. District Court seeking an injunction against more work stoppages by many of the 200 local members of the Brotherhood of Locomotive Engineers and Trainmen (BLET), who shut down 70 trains for three days in late September.

The suit "was in response to a wildcat strike that started September 22 and lasted through September 24", a UP spokesman said. "About 80 percent of the engineers organized a sick-out. With the way the Railway Labor Act is written, that is against the law." Tim Donnigan, a defendant and chairman of the union's nine-state Western region, declined to discuss the lawsuit, citing his attorney's advice. "Suffice it to say, I don't agree with what the carrier is doing", said Donnigan.

The company and union disagree over the number of hours engineers can safely

work. According to their labor contract, engineers must accept work assignments at any time of the day or week, including weekends and holidays. Citing safety reasons, UP wants to control the number of hours engineers work. Engineers want the option to work as many trains as possible, which may require them to work long hours. Because of the unpredictability of the railroad industry, engineers are assigned to labor pools and are called to work on a rotating basis. They are also put on "extra boards", which are lists of off-duty engineers who can be called to fill in when someone is unable to work. The number of engineers in a pool or on an extra board affects the number of hours an engineer works and what he or she earns. An average engineer's salary is \$70,000 a year, according to Davis, depending on how many "miles" the engineer works.

Davis said UP wants to regulate the monthly mileage earned by the pool to around 3,200 miles. The union says engineer pools historically have been allowed to work at, or even above, 3,800 miles a month. It argues UP should regulate the pools at the higher level, which would allow engineers to increase their incomes. "We increased the number of employees that work on trains out of the Salt Lake City terminal", Davis said. "The reason we did that was to enable them to get more rest and quality time with their families. What we are addressing is, from a safety standpoint, the fatigue and quality-of-life issues that have become more and more in the spotlight over the years", Davis said.

The two sides have discussed the issue for more than six months. On several September 22 runs out of Salt Lake, the number of absences tripled to levels that UP said were so far in excess of normal that they constituted an illegal strike. In addition to issuing an injunction, UP has asked the court to award unspecified punitive damages.

Salt Lake **Tribune** via **Trains** News Wire

NS acquires F-units for business train...

Norfolk Southern in mid-October confirmed that it has purchased an A-B-B-A set of streamlined F-units from Kansas City Southern for business train use. The four units are in operating condition, but NS spokesman Rick Harris said they are en route to the railroad's Juniata Shops in Altoona, PA, where they will be given a complete mechanical review and receive any needed repairs. The units are slated to be painted in a version of Southern Railway's classic "tuxedo" scheme of black and white with gold striping and lettering. Harris said the units would likely make their debut in spring 2007, depending on the type of mechanical work needed.

The four locomotives were acquired by KCS last February, when it purchased the locomotives and rolling stock of special train operator Rail Cruise America, based out of St. Louis Union Station. While KCS has retained the eight Rail Cruise America passenger cars it got in the deal, the F's were never placed in service before their sale to NS.

Trains News Wire

CSX derailment...On October 12, 2006 a CSX local derailed in Schenectady, NY, closing Altamont Ave. The train was powered by CSX #6240. The accident sent six cars filled with rock salt off the tracks; five of the cars toppled onto their side. The accident happened on CSX's Carmen Branch near Chrysler Avenue and Altamont Ave. The cars derailed east of the Altamont Avenue railroad bridge. One car was close enough to the road to pose a safety hazard until it could be removed. The engine didn't derail and stayed upright.

The train originated in Schenectady and was bound for Troy. The accident happened along a curved approach near where the branch line connects to the main. The accident shut down Altamont Avenue for seven hours. No one was injured in the accident. Since the derailment happened on the branch line, Amtrak service was not affected. CSX is investigating the accident.

Schenectady **Gazette**

Amtrak's new president...Alexander Kummant has a spiel that will please the nation's passenger rail enthusiasts. Speaking publicly for the first time since he assumed his post in mid-September, Kummant told members of the House Transportation and Infrastructure Committee that they ought to get behind rail travel.

Congress mandated that Amtrak continue the less profitable, long distance routes, but never provided the federal subsidies required for a national passenger rail system. It was a recipe for failure, and still is. The challenge Kummant faces is persuading Congress both of the need for adequate subsidies, and the wisdom of providing them. The numbers are on his side; Amtrak is a bargain compared to publicly-subsidized highways and airlines.

New York **Daily News**

NYS&W president must explain parties to lobbying panel...

Railroad executive Walter Rich will have to testify before the New York State Lobbying Commission about the Baseball Hall of Fame induction events he hosts annually at his Cooperstown mansion, a judge has ruled. The commission is looking into whether Rich, president of the New York, Susquehanna and Western Railway, provided illegal gifts to state officials.

The railway spends about \$100,000 per year providing lodging, lunches, dinners and tickets to baseball games for various politicians, lobbyists, state officials and others. New York's lobbying laws prohibit a lobbyist or client from offering or giving gifts valued at more than \$75 per year to any individual.

Rich's lawyers argued that the events associated with the Hall of Fame weekend are exempt from investigation by the commission because they were political and charitable fund-raising events, not lobbying, but that Rich would comply with a court order to answer questions from the Lobbying Commission.

Schenectady Gazette

Honda honors CSX's Selkirk Yard workers... Honda has recognized Selkirk Yard's auto terminal workers with its Rail Destination of the Year award for on-time and damage-free delivery of new Hondas. The yard handles 50,000 Hondas annually. Dave Handy, assistant vice president of auto distribution and logistics for American Honda, said the yard had the highest percentage in on-time delivery of any of Honda's 33 rail yards. CSX workers unload the vehicles from arriving trains and stage them for distribution by truck, with close coordination between the train arrivals and Honda dealers expecting the vehicles.

Albany Times-Union

Freak snowstorm hits Buffalo... Due to a heavy snowstorm of 16-24 inches that hit the Buffalo, NY area on October 12, CSX Intermodal terminal there was closed. Norfolk Southern traffic in and out of Buffalo incurred delays of 24 to 48 hours.

Facing snow as well as downed power lines, crossing gates and trees, Amtrak canceled several runs between Albany and Niagara Falls. Other routes originating in New York City and heading west to Chicago and Toronto were stopped in Albany.

Railpace, Schenectady Gazette

Derailments... On September 12, Pan-Am Railway (formerly Guilford Transportation) had a 19-car derailment at East Deerfield, MA. Grain feed and vegetable oil were in the involved cars; fortunately, nothing spilled. The cause is not known at this time.

Out in Minnesota in the Borough of Independence, seven cars of a 122-car westbound freight from St. Paul to Calgary left the rails on September 28. Twenty people living in the area were evacuated as a precaution. No injuries were reported, and the two cars labeled for anhydrous ammonia were empty.

On October 20, NS train 68Q derailed while on the Beaver Falls bridge near New Brighton, PA. The derailment put some

cars into the river; some others caught fire and exploded. The cars continued to burn on Saturday. The 80-car train was carrying ethanol.

The eastbound train's midsection derailed while crossing the bridge, which is about 100 feet high and a half-mile long. At least 50 people were evacuated from homes and businesses in Beaver Falls and New Brighton, about 25 miles northwest of Pittsburgh. There were no immediate reports of injuries after the accident. The derailment disrupted operations on two important NS routes between Conway, PA, and Ft. Wayne, IN, and between Conway and Youngstown, OH. NS was moving traffic via alternate routes and with other carriers. The cause of the derailment is unknown at this time.

The residents who were evacuated returned home by Monday, October 23, after firefighters put out the last tanker fire and workers finished pulling the last two cars from the Beaver River. NS reopened one of the two trestle tracks to train traffic.

NS is inspecting all of the tankers to ensure each is empty before dismantling the cars for transport and disposal.

Conrail Technical Society, NS, Railtimes

Rail Development Corporation, owner of the Iowa Interstate Railroad and two Chinese class QJ 2-10-2 steam locomotives, in late October acquired 20 coaches formerly used in Montreal commuter-train service. The cars were acquired from Canadian Allied Diesel after their retirement from service. According to RDC Chairman Henry Posner III, the open-window cars have 480-volt head-end power for lighting and heating, and RDC feels they might be valuable to tourist railroads, excursion operators, or as a strategic reserve emergency fleet for use around the U.S. on short notice. The cars will be stored on the Iowa Interstate, which connects with every Class I railroad, so they can be moved easily to another location. Each coach seats 109 people; they do not have toilets, but for the most part are in good condition, Posner said.

The cars, built by Canadian Car & Foundry in 1953 for Canadian Pacific and used in Montreal commuter service to Rigaud and Blainville, PQ. They were acquired from CPR by Montreal's Agence Metropolitaine de Transport in 1982 and kept their 800-series CP numbers. The cars were converted to head end power in 1990.

Trains News Wire

Door stolen from GG1... Just days away from receiving fresh paint, one of the engineer's doors of PRR GG1 #4877 was stolen from the engine in Lebanon, NJ. The door has just been replaced and is in primer grey.

A \$500 reward is being offered for information leading to the return of this item and arrest of the suspect.

Railpace

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H

(Open Platform from page 35)

John Bartley presented "Everywhere West", a program of slides he'd taken on four different expeditions west of Binghamton together with various other men known to some of the membership, including the late **Carl Sturmer** (of Audio-Visual Designs), **Jack Wright**, **Jim Bachorz**, **Stewart Milstein**, **Pete Piroha**, **Gardiner Cross**, **Tom McEntee**, and other "Unconvention" participants. The locales ranged from Altoona, Michigan's Upper Peninsula and the neighborhood of Yazoo City, MS, to the Columbia River Gorge and Raton, Tehachapi and Cajon Passes.

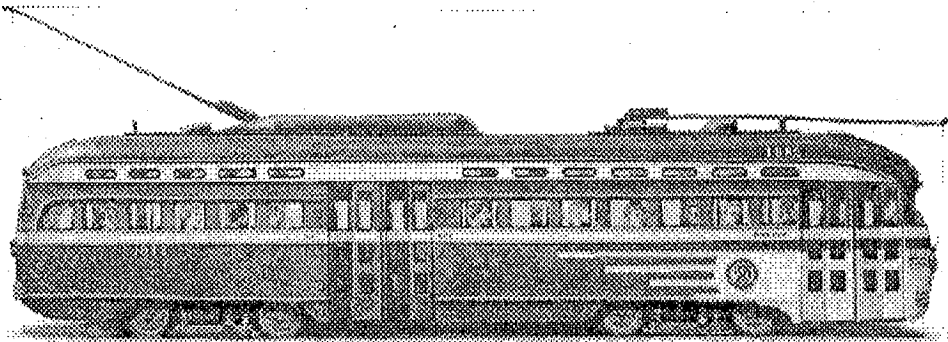
Highlights included photos of UP GP39-2 1240, which is the former D&H 7601, and Iowa Interstate RS36 900, formerly D&H 5015, which later worked on the Louisville, New Albany & Corydon in Indiana and now is reportedly up for sale.

Low boy, high crossing

About 7:50 a.m. on Monday, October 23 an MBTA Commuter Rail train heading inbound from Forge Park hit a flatbed truck carrying a construction machine that had gotten stuck crossing the tracks in Franklin, MA. Apparently the crossing was marked with a sign prohibiting low boy trailers, as at least one in Concord is. News reports also included speculation that the trailer may have been overloaded. No word yet on whether the driver will be charged with an offense. To his credit, after leaving the truck he tried to wave the train's engineer to stop. The engineer couldn't stop the train in time but did warn passengers in the first coach, a double-decker, to brace for a crash. Nineteen people were injured, none seriously.

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H





Traction Action

by *Dick Silber*

BroadWare to equip New York City MTA security contract

BroadWare Technologies Inc. has been selected by Lockheed Martin as the main supplier of video surveillance and media integration components being deployed within the New York Metropolitan Transportation Authority (MTA) Integrated Electronic Security System and Command, Communications and Control (IESS/C3). As the prime contractor for IESS/C3, Lockheed Martin will design, develop and deploy a critical infrastructure protection system that integrates command, communications, control and security capabilities across MTA facilities.

BroadWare's Media Integration Platform has been selected as a component of a video surveillance subsystem within IESS/C3 that will initially control more than 1,000 cameras coupled with motion and intruder sensors to protect subway stations, commuter railroads, bridges and tunnels. BroadWare's highly-scalable, standards-based media integration platform enables the collection, recording, routing and management of live and archived surveillance video while optimizing the use of valuable bandwidth. *Metro magazine*

MTA, UTA discuss contactless payment programs

Representatives from both the Metropolitan Transportation Authority NYC Transit (MTA) and the Utah Transit Authority (UTA) spoke about their respective pilot programs, which have added bank-issued contactless cards into their closed payment systems, at the kick off to the Smart Card Alliance's annual conference in San Diego.

Both the MTA and UTA are also testing a way to make using contactless cards even more profitable by grouping many small payments together and presenting them as one transaction to the merchant acquiring system, a process called aggregation. Grouping payments would in turn lower the transit agencies' transaction costs.

The UTA's program accepts bank-issued contactless cards on 41 ski buses in

Salt Lake City. Meanwhile, the MTA's program includes 79 turnstiles in 30 stations across four NYC boroughs.

Metro magazine

Light rail vehicle on display downtown

A vision of the light rail system that could link Downtown and Midtown to the Memphis International Airport rolled onto the Main St. Trolley tracks Tuesday at Central Station in Memphis, TN.

Memphis Area Transit Authority officials arranged for the Siemens S70 light rail vehicle, which is being shipped from Sacramento, CA, to Charlotte, NC, to stop in Memphis for a public viewing Wednesday. The \$3 million light rail car is headed to Charlotte, where it will be one of a fleet of 16 that will run the Charlotte Area Transit System's LYNX Blue line rapid transit service. The Siemens car is capable of reaching speeds of up to 65 miles per hour, according to the company.

Charlotte is building a 9.6-mile, \$427 million light rail system connecting central Charlotte to Interstate 485 in South Charlotte. The project is slated for completion by the end of 2007. Tom Fox, assistant general manager with MATA, says the Siemens vehicle in Memphis is pretty standard of the type of car that is used in modern light rail systems around the country.

As for Memphis' proposed link from the center city to Memphis International Airport, he says the project is still in the planning stages. "We get a lot of questions about the possibility of light rail in Memphis", Fox says. "When we had the opportunity to display this vehicle on its way to Charlotte, we thought it was a great idea."

Fox says most of the technical studies for Memphis' proposed light rail system are complete, but funding is the next step. MATA estimates for the project are around \$400 million, which Fox says would come from three sources. "We're looking at 50% federal, 25% state and 25% local, which would probably come from the city", he said.

Memphis Business Journal

D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS



Off the 'Net

edited by *Jim Bachorz*

A rail trip back in time

by *Dana DeStefano*

Visitors to the third floor of Carbondale City Hall soon will be transported back to the days when railroads were the height of transportation. Renovations to the Carbondale Historical Society's Delaware & Hudson Coal Co. Gravity Railroad Museum are nearing completion, and Dr. S. Robert Powell, the society's director, hopes to begin welcoming visitors to its space in the municipal building next month.

Renovations began in July and are about 70 percent complete. A \$115,000 grant from the state Department of Transportation covered the cost of restoring the original woodwork, windows and construction of cabinets and display cases in the railroad's 19th century style. Dr. Powell said the society is planning a Sunday afternoon open house reception in November in conjunction with another historical society project involving the installation of portraits of each of the city's mayors in council chambers. "No displays will be in place yet because we want everyone to see the museum space", Dr. Powell said. "We want people to enjoy and appreciate the exhibition space and the restoration that was done."

The Delaware & Hudson Coal Co. constructed the original 16-mile gravity railroad in 1829 to transport coal through the Moosic Mountains. It ran from Carbondale to Honesdale and was the first successful commercial railroad in the country. Meanwhile, Dr. Powell is eager to develop the museum's first exhibition, but with an abundance of artifacts in the possession of the historical society, he has

(continued on page 45)