Bridge Line Historical Society

Bulletin

Volume 12, Number 7 $2.50 July 2002

The Timetable

Bridge Line Historical Society

Jun 11 - Evening meeting, 7 p.m., Community Room, Saratoga Springs Library, 49 Henry St. Program: SP cab forwards, D&H, and NYC videos. Info from **Gene Corsale** at 584-4715.
Oct 12 - Annual Meeting and Banquet, Chariot Restaurant, U.S. Route 20, Guilderland, N.Y.

Amherst Railway Society

3rd Tue. of month exc. Dec/Feb/Jul/Aug at Amherst Mass. Regional Jr. H.S.; 413-436-0242 or amherstrail.org for info.

Boston & Maine RHS

2nd Sat. of month, 3:30 p.m., Boott Mills Theater, Mogan Center, French St., Lowell, MA.

Empire State Passenger Association

Aug 3 - Monthly meeting, Utica, NY
Oct 5 - Monthly meeting, Schenectady, NY
Jan 11 - Monthly meeting, Schenectady, NY
Mar 1 - Annual meeting, Schenectady, NY

Fonda Johnstown & Gloversville RHA

Last Wed. of month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS

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

Hudson Valley RRS

2nd Mon. of month, 7:30 p.m., former NYC RR station, Hyde Park, NY.

Leatherstocking RHS

3rd Saturday of month, 5:00 p.m. at Milford, NY C&CV depot. Internet: LRHS.com

On the cover: On Saturday, April 27, 2002, this 13000+ ton, 9000+ foot, 168 car monster drag freight was CP/D&H train 214. It was prepared to head south at CPC 31, Ballston Spa, N.Y., after meeting two northbounds, Amtrak Train 295 and D&H Train 413. During April and May 2002, similar monster manifest freights were common until CP and Guilford reinstated SRED/EDSR in late May to ease congestion at Mohawk and Saratoga Yards. Photo by **Gary R. Schermerhorn.**

Southern Tier RRE

2nd Tue. of month, 7:30 p.m., Foundry Plaza Branch of Broome County Library, Main St., Binghamton, NY.

Susquehanna Valley RHS

Second Thu. of month ex. Jul. - Aug., 7:30 p.m., Vestal Library, Vestal, NY.

Utica & Mohawk Valley NRHS

No meetings during July and August.

Show Time! (other events)

Jun 22-23 - Great Scale Model Train Show, Maryland State Fairgrounds, Timonium, MD; 9 a.m.-4 p.m.; admission $6, child under 12 free. See gsmts.com on web.
Aug 18 - Toy & Train Show sponsored by Philmont Model RR Club, Am. Legion Post 184 Hall, Hudson, NY; 9 a.m.-2 p.m.
Aug 17-18 - TTCS Toy Train Meet, 10 a.m.-4 p.m., at Adirondack Scenic Railroad, Thendara (station), N.Y.
Aug 25 - TTCS Toy Train Meet, Southside Holiday Inn, Oneonta, NY; 10 a.m.-3 p.m.

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, Sales/Marketing can be reached at 518-383-7287.

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, there are groups that won't do this!

Bulletin Sales Outlets

The following locations carry the ***Bulletin*** for sale to the railfan community. 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)
- Central Hobby Supply (102 Walter Drive, Syracuse, NY)
- JP's Trains & Hobbies (277 Troy-Schenectady Road, Latham, NY)
- Model Railway Station (49 Mohawk Avenue, Scotia, NY)
- Mohawk Valley Railroad (2037 Hamburg Street, Schenectady, NY)
- Quadrant Press (Mezzanine Fl., 14 W. 45th Street, New York City, NY)
- Tucker's Hobbies (8 Bacon Street, Warren, MA)
- Upper Hudson River Railroad (Passenger Depot, North Creek, NY)

The Consist

BLHS News and Views

by Barb and Jim Bachorz

Evening meeting scheduled

The popular BLHS-sponsored series of evening meetings at the Saratoga Springs Public Library continue. This month's program will feature videos on Southern Pacific AC "cab forwards", the D&H in 1947, and the New York Central in Troy, N.Y.

The meeting will start at 7 p.m., in the Community Room of the library, 49 Henry St. For more information, contact **Gene Corsale** at 584-4715.

Annual Banquet

We are told we had two different dates in the June ***Bulletin*** for this year's annual banquet. The date is Saturday, October 12 at the Chariot Restaurant, Western Avenue, U.S. Route 20, Guilderland, New York; phone 518-356-1116.

The menu will be the ever-popular buffet and includes: green salad with house dressing or olive oil and vinegar, rolls and butter, olives, cheese and pepperoni, corn relish, hot carved roast turkey breast, beef tips burgundy, pastitsio (a delicious Greek specialty), seafood newburg, white rice, roast potatoes, green beans almandine, ice cream with chocolate sauce and a cookie garnish, and coffee and tea.

We're still working on a speaker and will let you know when it's a done deal.

Please(!) send us your comments, whether it be via e-mail or snail mail. Thanks for helping; we appreciate it.

Marvin Davis Award

This award honors Marvin Davis, Delaware & Hudson Road Foreman of Engines, and a person who constantly promoted the D&H RR, and was affectionately known as "Mr. D&H". The award will be presented at our Annual Meeting.

Previous recipients were **Barbara and Jim Bachorz**, **George Elston**, and **Jim Shaughnessy**.

Nominations for the award are restricted to D&H BLHS members. Nominations may be made by mail or e-mail to Gene Corsale, 8 Outlook Ave., Saratoga Springs, NY 12866; e-mail ecorsal1@nycap.rr.com. The deadline is two weeks prior to annual meeting date.

Johnstown Library given memorabilia

The Fulmont Community College at Johnstown, held a dedication event for the Nestlé family, on Saturday, May 11. Many materials, photos and memorabilia on the Fonda, Johnstown, and Gloversville Railroad had been donated to the Ken Dorn reference room at the library in the memory of David F. Nestlé. The reference center is secure and climate controlled and a reference center for much of the county history.

Speaker was Paul K. Larner, formerly of Gloversville.

David Nestlé taught from 1959-1987 at Greenwich Central School, and was a noted BLHS member.

We thank **Pat Nestlé** for this information.

Artwork

We are always looking for artwork, especially buildings, structures, features, scenes, equipment and people on the Bridge Line. Please send us your sketches, whether they be for column headers, transitory locations, or special illustrations, and your work may grace the pages monthly.

Canadian Members

If you order a sales item or renew your membership, you must make your payment in U.S. dollars payable on a U.S. bank. We get charged a $7.50 bank fee when depositing other forms of payment; if your check or money order does not properly cover your membership or sales purchase, it will be returned.

Hey, snow birds!

Please let us know when you are moving south or west (we've yet to find any who head north) for the winter, and also let us know when you will return north after missing all that wonderful white fluffy stuff. If you want us to hold your issues, we will do that; or, if you wish, we will mail them to your temporary address. Just let us know.

Sustaining members for 2002

Roy Allen; Carl Belke; Rodney D. Brown; Ashleigh Chamberlain; Joe & Charlotte Costello; Howard Coutant; William M. Davis; Wally Day; William Denale; Geoff Dunn; Robert Gangwish; Tom & Arleen Gillen; Richard & Elaine Hambly; Robert Hedgeman; Richard Hooker, Jr.; Ken Houghton; Arthur & Sandra Jackson; Dexter Jeannotte; Rob Kardas; Bruce Leemann; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jesse & Sandra Meeker; Bob & Dori Moore; Tom Moran; Peter Paulson; Michael T. Phelan; Walter & Denise Powers; Michael Prosch; Ralph & Kimberly Roba; John Foord Sherman; Joel Slade; Edward Small; Edward Street; Baird Voorhis; Steve Wasby; Tony White; Payson Wild; Robert Willett; Jay Winn; and Al Zubal.

USPS Required Notice

The BLHS is chartered by the Regents of the University of the State of New York and has 501(c)3 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.

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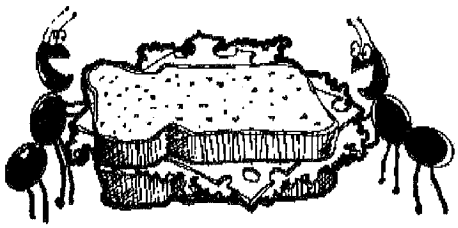

by **Robert A. Moore**

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

Spring has sprung, swaps have stopped!

We have no new ads this month; it must be the result of the 3-day lawnmowing cycle.

Locomotives for sale: Rivarossi U25C, CB&Q, $25; Krauss-Maffei set, D&RGW, powered unit (does not run, broken pilot) and dummy unit (good shape) set in original boxes, $25; Model Eng'g Works GE 44-tonner, all metal, all pieces loose in box, $15; Proto 2000 E8, E-L #819, BevBel custom paint, original box, $45. Add $5 UPS for each if I ship. Craig Fosdick, tel. 518-583-7653 (0502)

Wanted: HO sprung metal Buckeye trucks, pivot type; loco shells and Rivarossi lighted passenger cars, reasonable. Frank Konopka, e-mail fkalco1@aol.com (0602)

Wanted: Information about Cobleskill, NY, for G scale garden railway. Details of track layout, and any significant dimensions of buildings, to allow construction of models from photographs. Tom Cockeram, e-mail tom.cockeram@clara.co.uk. (0602)

Wanted: Lamp assembly, part number 9386, for my Sears motorized editor (viewer for 8mm and Super 8 films). I have many reels of film, but no way to view them. I believe a company called "Baia" made the machine for Sears, but I don't have their part number. James McAuliff, PO Box 6081, South Bend, IN 46660-6081. (0502)

For sale: Bat Cave-certified PC memory modules, 256 mb PC133 SDRAM 168 pin SIMM's, for most all PC's. In original H-P overdone packaging; $27 ea. *includes P&H.* Check with your local PC dealer; these could cost you $70 or more! 10% of all sales will be donated to the BLHS. Jim Bachorz, 2476 Whitehall Ct., Schenectady, NY 12309; tel. 518-374-9548; e-mail jbachorz@hotmail.com (0502)

And the rains came

The only members of the BLHS who are not wondering if the rains will ever stop are those of you located long distance from D&H territory. All the rain we didn't get last spring and summer is coming this year, along with the normal allotment. It's really too bad building a model layout is not the only indoor project on the list at the moment.

Top class delivery

During a recent phone conversation, Jim (that's as in JB, our Illustrious Pub™) and I were discussing the extreme variations in the time it takes the USPS to complete delivery of the ***Bulletin*** to some of our members. Just to see what's happening here, I've started to write on the top of my copy of each issue when it arrives. If the June issue really was mailed at the Albany GMF on the day printed on the back cover, it traveled to my rural-type mailbox in one day! Now that's what I call top class service! Maybe the Bat Cave crew actually got it assembled and into the system a day early. If so, I'm still impressed. Looks like our sustaining membership is really paying off.

Annual banquet

Since Dori and I were unable to attend the Spring Luncheon, we are looking forward to the annual banquet, scheduled for October 12 in Guilderland. When I mentioned this shortly after the June issue of the ***Bulletin*** arrived, Dori asked where Guilderland is. I replied that it is in the Albany area; the response was, "What, again?" I also got a negative response when I asked if she would like to run the next banquet.

Wheel works

In last month's issue of our favorite publication, **Steve Wagner** discussed polishing the blackening off the treads of wheels on Athearn ready-to-roll cars. Over many years of modeling in HO scale, I have replaced many wheelsets with those from Kadee. Long ago I developed a technique for polishing the treads to a bright shine. I use a rubber abrasive wheel in a Dremel tool. I do this with the wheelsets in the truck! The rate of the spinning of the wheelset must be controlled by holding on to the wheel opposite the one you are polishing. This requires practice to avoid removing parts of your fingerprints. Apply the abrasive wheel lightly and quickly, only as long as necessary to remove the blackening on the surface of the tread. Set the truck aside and do another one while you wait for the polished wheel to cool! This technique may not be for everyone, but it works for me.

Dremel sells abrasive wheels that will serve the purpose. However, some years ago I found a supplier of rubber abrasive wheels. The name of the company is Cratex, and they have a web site, cratex.com. I purchased a sample kit containing 80 small wheels and points with four mandrels. I don't remember the price, except that it was very reasonable and was purchased from a local distributor here in the Rochester area. The abrasives come in four different grits, and my kit appears to contain a lifetime supply.

Speaking of web sites

Some months ago we discussed supplying information to folks who might be heading in the direction of western New York for the purpose of chasing trains, oops, railfanning. There is a Rochester area rail site on the web. Check out rochester-railfan.net for in-depth rail information. The site is usually up to date and quite informative.

Until next month, may the force be with you and keep you dry.

Publisher's dreaded retort:

We did indeed get the June issue into the mail a day earlier, just as we did May's. It all depends on the weather.

Please tell your long-suffering Dori that last year's banquet was in Plattsburgh, not Albany, so she cannot hope to weasel out with a "What, again?" excuse. We move the luncheon and banquet all over the D&H system. We've been as far south as Scranton and as far north as Plattsburgh, plus we've been on the Washington Branch (Cambridge, NY), the North Creek branch, and even on the route of the original canal (Hawley, PA). Just about the only larger venues we haven't hit are Binghamton and Glens Falls. After a while, your choices become limited...JB

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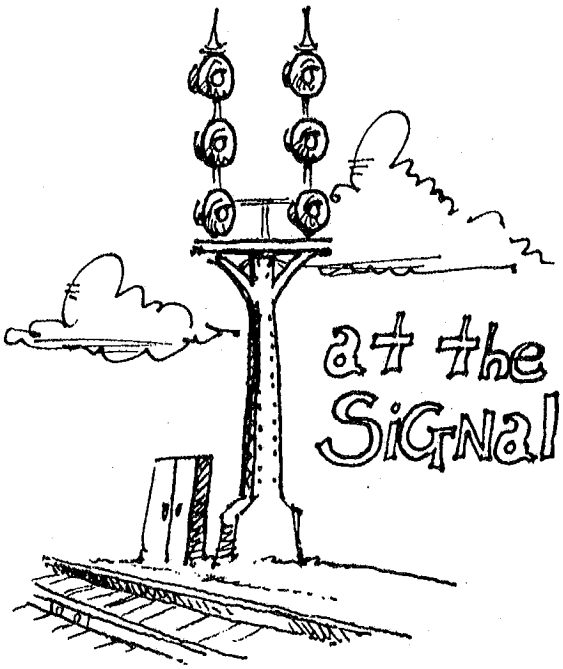

by **Gary R. Schermerhorn**

A new era??

As we cruise into summer 2002, the CP/D&H rumor mill has opened up to the possibility of motive power changes to D&H freight traffic being pulled by older CP Rail GE C44W's, most likely the 9500 series assigned to the road pool in western Canada back in '95. New York crews began receiving instruction booklets to familiarize themselves with the desktop controls and Canadian configurations. Many of the D&H crews have already had plenty of experience with GE Dash 9 motive power with the NS run-throughs, so it's certainly no big leap. This may mean the phase out and eventual replacement of the much older EMD SD40-2's, which many of the crews have grown to adore for reliability. Just like the MLW's in the mid-90's we may be looking at another era of motive power on the CP/D&H.

For the trackside rail photographer, that usually means the clock once again is ticking to record those "don't take it for granted" lashups we see now, especially the solid SD40-2 lashups, old Soo power, and "red barn" SD40-2F's. One thing I have found remains true on the D&H over the years is that nothing remains constant for long. It's hard to believe for those readers who fondly remember the treasured "Alco era" of the D&H would ever be worried about getting precious shots of a gaggle of chipped, worn out sets of CP Rail SD40-2's by say, mid-2003, but that's the nature of the beast. I won't hate seeing the new CP GE AC's enter the stage, but I will deeply miss the turbo growl of four or five howling EMD's clawing up past Howes Cave Cement or on Richmondville Hill, on their knees with a 9,000 ton monster. I don't know if the AC's really will make that much of a racket, certainly not like a brace of Conrail "baby boat" GE B23-7's on the ADM Hudson grain local, clawing and spitting and chugging up the grade behind my house. But as they get older, maybe a smoke show is in order.

Either way, we may be seeing a new face on things on the D&H in the future.

With your better half...

A couple of columns ago, I touched on the pros and cons of railfanning with your "better half". This is a potential land mine subject, so I will try to tread carefully lest I be blown to smithereens by our female readers.

Most of the guys I know seem to work solo trackside. It's very understandable that chasing and waiting for trains is not high on most women's lists of entertainment, whether it be your devoted wife of 20 years or your serious dating girlfriend of four weeks. My experience has been to never put the trains on center stage when you venture out into the field with your better half. She will be tolerant to a certain point, but patience can quickly wear thin when you always seem to want to get that last shot in.

There are two separate girlfriends I have brought trackside over this past year. They are as different as yin and yang in personality. One has total patience and understanding, the other zero patience and understanding. But both seem to find trains to be interesting enough to be tolerant. It's probably a good idea I don't mention names, so I will protect the innocent and save my scalp (among other things).

I find it's usually a smart idea to tie in shopping and dining and/or scenic sightseeing during the "HAL" (high angle lighting) time of day. Always - and I mean ALWAYS - let her know ahead of time your intentions of wanting a certain shot or train and the possible sacrifices (read: waiting); get that out in the open BEFORE you leave the driveway. That will save you some grief when that unexpected UP power shows up on that westbound through the Berkshires, or an unscheduled surprise that you know you'll never see again in a million years pops up, and you have reservations at such and such restaurant with Bill and Janet in thirty minutes and she is about ready to tear your face off if you stop at one more @#$%&*! crossing, etc. I'm sure everybody has war stories of their own to share about getting through those tricky "do or die" Woody Allen-type situations. But the bottom line is it can be done with a little planning, foresight and TLC. She may even start to enjoy seeing those big ugly machines rumble by and start to recognize a Dash 9 from an SD70M or a Guilford from a CSXT or Conrail, and even put her own little spin on it.

Then again, don't bank on it.

Now, I know there are those female railroad photographers out there as well. They may even be able to put their own spin on what draws them to the hobby. It's probably the very same things as the men and boys, the love of trains and railroading and the outdoors. No sex or age group or creed is immune to this hobby, and it's why it continues to be such an interesting and enlightening pursuit to many of us year after year, all over the world, young and old.

May 2002 field notes

Two neat Sunday day trips come to mind. Both trips were made with my better half friend Diane, who is truly a good luck charm when traveling with me, and she is very tolerant of the chase scene. On May 5th, we saw a rare ST MOED at Hemstreet Park around noon, ready to blast off with CP/D&H power at CPF464. What made this eastbound train all the more special was the power: led by CP Rail "red barns" SD40-2F's 9017-9005, it included Soo SD40-2 6615 and CP SD40-2 5616 (a little interesting play of numbers on the two trailing units) with a huuuge monster train of mostly salt cars bound for East Deerfield. The red barns are not that common on the B&M west end, and two leading is a real treat. The lead 9017 was having its share of mechanical ills all the way to North Adams, and a couple of the other units were apparently severely low on fuel. Unfortunately, something may have been mechanically wrong with one of my cameras or the roll of film, as it came back "nuked" (blank) a few days later from Kodak. So once again, thank God for two camera bodies, or that one would have really stung for a long time.

The other memorable Sunday was the 19th. I was again with my lucky charm, Diane, this time on my favorite stomping ground in the Berkshires. We were in hot pursuit of a jaw-dropper from the past; two ex-Conrail SD80MAC's 0804-805 (interestingly, no 0 on the 805's number board), paired up on an eastbound CSXT Q436, with both units still in full Conrail blue and white paint. This freight is almost always powered by two cab signal-equipped burly GE "dump truck" C60ACW's (which I currently have a love/hate relationship with). So this day's Q436 was an incredible rare treat to see in action. I got some good shots this time (they survived Kodak),

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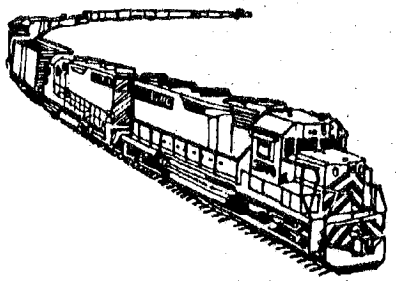


Local Wayfreight

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

Say it ain't so, Gipper!

Thanks to politicizing by Senate Majority Leader Tom Daschule (D-SD), who groundlessly and absurdly insists that President Bush had forewarning of the 9-11 horror, the Democrat Party is now demanding an investigation. There is no way anyone will ever convince me that Daschule has the best interest of our country at heart, considering the turmoil his political jousting causes. Unfortunately, the administration has apparently decided it will now tell us about every threat brought to its attention.

Oh, no! Here goes the Mad Dog on another tirade. How does this affect us? If you're a railfan photographer, by the time you read this, you will have felt the effects of these government warnings. And just when you thought it was safe to step out of your house with a camera, too. May 24th, 2002 will go down in infamy as the date our government, not wanting to be accused of "hiding every detail concerning the horror of terrorism" from its citizenry, divulged yet another terrorist threat: "our subway and railroad systems across the country 'may' be attacked by terrorists". A Transportation Department spokesman has warned system operators to "maintain a high state of alert". Of course, the warning does not include any cities because the threat is so vague. The head of the NTSB is urging people to "take this warning seriously and inform authorities of any suspicious activity".

Guess what? You thought we were being harassed by the railroad police? Just watch and see the havoc and destructive power that a local sheriff or town cop can wreak upon our time, attitude and wallets. Woe be to the railfan caught trackside with terrorist weapons: camera equipment and a scanner!

Our airliners may also be subject to surface-to-air missiles as well, our water sources may be chemically poisoned, and on and on ad nauseam. And to make matters worse, you could even trip and fall on your own porch at home, or drop a bar of soap on your unprotected toe when you're in the shower! Where, oh where, will it ever end? Do I have to crawl under the covers and play dead? Give me a break, will ya, Daschule, and go soak your head in pickle juice! Come to think of it, maybe that's how he got like this.

Flat foot gets an arch

I understand there is at least one CP cop down Pennsylvania way whose head is screwed on right. He apparently knows his area's "responsible and ethical" railfans, and recognizes them as an asset to the railroad in these troubled and dangerous times we now live in. The complete opposite is the case up here on the north end. Our new "snot-nose" (as my father would have called him) is so wet behind the ears that he cannot distinguish between a crewman and a railfan, and has even harassed crews! His Broderick Crawford "Highway Patrol" imitation is perfect, and again as my father would have said, "He's talking through his hat! He's bumping his gums!" There were a few other quips, but I try not to use those words any more.

Yes, the terrorists have struck yet another blow. Unfortunately, as I predicted on day 9-11, they have hit us in ways that they could never have imagined. The repercussions will have a long-reaching effect and will change our lives forever. This is yet another prediction that I wish I was dead wrong about.

During WW-I and WW-II, armed soldiers and willing civilians stood guard over bridges, tunnels and facilities in an effort to prevent sabotage. How long will it be before railfanning requires a license and background check, as is the case with handgun permits in the liberal New York State? After all, we have Hillary and that pompous gas bag, Schemer, er...Schumer. We are second only to the "even more liberal" state of Vermont, with Californication coming in a close third.

The D&H is history

Sometime in May, I was given tidbit information concerning radio conversations over the CP/D&H radios. I had been told the FRA did not like what they had heard from D&H employees referring to themselves as D&H, when the railroad is actually Canadian Pacific. From a good source I am told my info is somewhat distorted. The FRA did not have its nose in this at all. The directive to start calling trains by CP rather than D&H came from a CP manager, who listened to tapes and started the demise of the D&H ball rolling.

And the headlines read:

Two trapped in derailed train in Luzerne County.

Drawing mostly from a May 14 newspaper account and some inside dope, I'll give you the short facts followed by a nearly eyewitness account of the events that transpired. The train involved was 165-13, which hit a washout between Nanticoke and Mocanaqua near MP 700, a very remote area. Heavy rains on the prior two days had led to the washout.

The crew rounded a curve about 10 a.m. and helplessly saw the nightmare of a gaping hole in front of them. The lead unit was buried under the rear two units after the trailing units virtually cut the lead engine in half. The crew, Mike Green from Wilkes-Barre and Ed Mooney from New York State, were trapped in the locomotive cab for roughly eight hellish hours before they were freed from their pitch black tomb. The cab was crushed, pinning the men so they could not move. The cab was so packed with frigid river water mixed with mud and diesel fuel that the crew was in a living hell. Talk about the stuff that nightmares are made of!

An air hose was burrowed into them for some relief from the fuel oil. Seven cars derailed as well, some of which ended up in the Susquehanna River.

Rescue teams used a two-mile long access road and also came in by boat to the site. One crewman was airlifted to a hospital and the other, miraculously, walked out with the medics.

Railfan's perspective

In the wee hours of May 14, Lee Kuczynski loaded her car with video and camera gear, along with her son Jerry and a friend of his. The trip started out as a routine fun day of train chasing. An 8859 empty coal hopper train went roaring past her house near trackside, so they drove onto I81, hoping to get ahead of it. The visibility was bad due to the heavy rains, and the roads were not draining well. They drove over flooded roads in the narrows near Mocanaqua and headed for Nescopeck, then onto I80 through Danville, finally stopping at Shikellamy Avenue. The rain had finally stopped, and they waited for the 8859 to come out of Banks.

After this, they drove over to the Buffalo Line at North Boyles, where they heard the dispatcher tell the 8859 that there was a train 165 (30J) heading north, so the chase was on.

They recognized the 165's engineer's voice. It was a friend of theirs, and it's always more fun when you know the crew. The chase continued up the Sunbury Main. The crew made a short, quick stop for coffee and were greeted by their friends. The train left in short order, and the railfans took off for Mifflinville and waited in anticipation. It was a bit of a wait; Lee found the train had gone into emergency with a minor problem, but would soon be underway again.

The railfans sped off to try and catch the next location, Nescopeck, but the morn-

ing commuter traffic was heavy and they were too late. They caught up with the empty coal drag just short of Wapwallopen, listened to the horns blow as the train headed down into the narrows in Mocanaqua (Moc for short), and caught some video as the 8859 passed. The next location was the middle of Moc, where there is an overpass. They saw their friend Mike wave to them with a big smile on his face.

The engines notched down as Lee followed the train through Shikshinny and watched the red CP units through the trees across the river, and then they were out of sight. The 8859 took a Form D to MP 687 and then again to MP 679. The railfans raced to Retreat, where they watched for but did not see the train. This was unusual, but they roared off to Nanticoke. They were going to have breakfast and catch up with the train in Taylor, but none of their usual haunts were open yet. Lee called Mike to see if they wanted breakfast (she would pick it up and hand it up to them), but Mike did not respond on his phone.

Lee knew she had not missed them, as the detector did not go off; she assumed they were in emergency again. She decided to go home and have breakfast there and then continue the chase.

Back on I81, she began to have disturbing thoughts about something being very wrong. She began calling Mike, but to no avail. She then called another conductor she knew and pressed him with the facts: Mike did not answer his phone, which is very unusual, the next detector did not go off, and there was no EOT signal ...something was definitely wrong.

The next thing Lee heard was the dispatcher trying to reach Train 165 by radio, also to no avail. Lee headed back to where they had last seen the units running through the trees across the river. She then drove back to Moc and parked the car. She gathered blankets, a first aid kit, and flashlights, and headed down the tracks in a panic. Before our railfan group reached the site, she got a call from the mother of the conductor friend she had called. Mom said there definitely was a derailment.

The pace livened, ever pressing towards the site. A four-wheeler passed them with rescue personnel on it. Next came a CP truck, and finally a State Police car. They were almost at the site with their best intentions, but the officer told them they had to go back because there was acid on the train and it might be a problem.

The next phone call she got told her the train was in the river. Lee told me later, "I couldn't believe it. This can't be happening!" She sat down and cried and then headed back to her vehicle in great distress. Rescue personnel were gathering there and pumped her for all the information she could give, which was indeed helpful since they did not have much to go on. A command post was setting up; from them, Lee was able to learn that the two men were alive but injured.

Lee went back home and picked up her husband, who had just gotten out of work. They returned to the site to see what was happening, and were relieved to hear their friend talking on the radio, and then his wife speaking to him over the radio. Then came two helicopters dispatched from "Life Flight" to take the injured men to Geisinger Hospital in Danville. Ed was the first one out in the helicopter; Mike, unbelievably, walked out. Ed was in the hospital for about a day, but Mike was home safe that evening. It seems the calls Lee made got the process started earlier than it would have if no one had been actively monitoring the train; that's one for the Gipper, folks!

Railfanning has taken on a whole new perspective for Lee, who says that railfanning will never be the same for her after the experience. Lee saw an aspect of railroading that no one wants to see; just hearing this, along with my knowledge, has sort of given me a fresh look at modern day dangers that lurk around the bend.

[*Mike Green is a BLHS member. We wish to pass on to the crew our best wishes for a speedy recovery...JB*]

Tailings on the QNS&L story

September 8, 2001: Our track car group had just finished our traditional group photo in the gaping maw of the snowshed at Ross Bay Junction, Labrador, MP 224.0. The snowshed appeared to be a good idea for keeping snow out of the switches, but apparently the wind blows wild and furious and snow gets packed in despite the cover. The snowshed idea was abandoned in favor of a heat blower system attached next to the switch throw and ducted to the mechanism. Since the snow is generally fine and super-dried in the -40° to -60° winter temperatures, the heater is effective in keeping the movable switch mechanism from packing solid with wind-driven snow.

As you can imagine, the blower is very loud when activated. The blower housing is a rectangular affair tapering from about 6" x 12" on the bottom to 18" x 24" on top, and about 4 feet tall. These are rough guesstimates. If you want to see them, you'll have to buy the video I will be producing on the trip or take the passenger train from Sept Isles (I hope that sounds like a shameless plug).

Another curious usage of a piece of signal equipment is a flashing clear/white light instead of the red, yellow or green indications we see back home. The flashing clear/white indicates an equipment detector has been triggered. Our track cars confuse automated detectors and cause some pretty strange automated remarks.

Speaking of passenger trains, I'll share a little of my knowledge of them. The QNS&L has a fleet of 15 cars dedicated to passenger service, including diners, coaches and a dome car, mostly of Southern Railway heritage. The dome was built by Pullman Standard in 1958 as Wabash #203 and had served on both the Southern and the N&W before being bought by the QNS&L. There is no rail link to Sept Isles; every piece of equipment must be brought up by ship.

The QNS&L also maintains a 20-car fleet dedicated to maintenance of way, consisting of coaches, a diner, sleepers, baggage, wash room, office and recreation cars, mostly of Canadian Pacific origin.

A new highway was built into Lab City and has diminished the rail ridership somewhat. In an effort to be more cost effective and still serve the natives, workers and their families, tourists and sportsmen, the IOC (Iron Ore Co. of Canada) purchased six Budd RDC's from Via Rail. These cars originally were CN, CP, B&M and DW&P, and are run as 3-car sets unless advance ticket sales warrant coaches and/or the dome car. RoadRailer trailers have been known to also be tacked on the rear of their passenger trains as well. Interesting consists, wouldn't you say?

This is such fascinating country that I began making video notes of the rivers, streams, lakes and railroad access roads, which will be most helpful in planning a future fishing trip.

Head 'em out

We finally got approval to run south, and the rainy weather was dissipating slowly. We rolled along with minor ups and downs ranging from 0.1% to 0.4%, passing Ashuanipi siding at MP 204.7, 1760 feet elevation. Around Dry Lake Siding, MP 193.7, elevation 1768 feet, we encountered grades up to 0.72% and 0.95%, but after that the grades eased to an average of 0.3% and we met an oncoming 240-car train of empties. It's always a bit of a fright to see a headlight beaming down the rails at you; of course he was holding on the main for us to take the 2.5-mile long siding at Oreway, MP 186.6, 1765 feet elevation.

I was tempted to hike down to the wye at the south end of the siding, but the chef in the white suit beckoned us into the crew mess. It was the true test of a railfan, and I succumbed; I was lured away by a promising quaff of fragrant hot soup. I figured I'd get a cup of soup to go, but when I saw the fresh pie I lost it. The chef insisted I take a piece of blueberry and a piece of apple pie when I hesitated for a moment at the choice. Before I could say "uncle", he had plopped a hearty glob of vanilla ice

cream on each and handed them both to me. With that, everyone began to rib me about my reluctance to "help clean out the pantry", and a cry bellowed out from somewhere in the angry mob: "Somebody, quick, take a picture of this!" Hey, I was just being polite.

Expansion underway

After the epicurean orgy, I sauntered back to the track car, where I carefully set my freshly brewed coffee and cinnamon pastry [*Pastry? You didn't mention any pastry, Bill...JB*] on the engine compartment, while loading myself into the shotgun seat. When I did, I felt it; something had to give! I quickly stood up and started a new notch in my belt. To my distress, I had to undo my pants button as well to relieve the stress. How much more of this could I take? It's an awful thing to do to a man, telling him he has to eat it or the chef will have wasted his time and effort. Far be it from me to hurt the man's feelings, especially since he had an honorarium bestowed upon him that we all witnessed.

The railroad's safety man, Jacques Clauette, had given the chef a plaque of recognition for meritorious service. The chef had been taking a break from his kitchen and noticed a broken rail on the main, and he immediately notified the dispatcher. An approaching ore train would have derailed at track speed; a disaster was averted thanks to the chef's eagle eye. He could have just as easily walked out the back door and had a cigarette.

Cut the fuelishness

Several of the track cars were experiencing fuel problems, which turned out to be due to water and particles in the gas that they had bought in Lab City. Water and dirt are most unsettling, pun intended, as this usually means the necessity of being towed or worse; the "Labrador Retriever". That was our nickname for a high-rail truck with a small crane mounted on it, which allowed the operator to lift a trackcar off the rails and set in the bed of the truck.

South of Pitaga Siding, MP 178, elevation 1765, we began a steady climb averaging 0.35%. There were numerous locations where I could visualize myself in my waders, casting a fly out on the variety of waterways. We passed ponds and lakes where the pale, whitish green lichens carpeted the ground under sparse verdant spruces; absolutely ideal settings to set up my tent camp. Heck, I could see the trout frying in the pan! Wait a minute! What's that coming into the picture? Oh no! Aghhh! Black flies with quarter horse motors and mosquitoes with a quarter inch-long proboscis that could penetrate even the tightest woven garment.

I made up my mind that I was coming back; perhaps there is a period not covered by the adage, "Three months the black flies and nine months the snow flies." I wondered if they would stop the passenger train so I could get off, and later found that they do indeed provide that service. I was told that, "Things like that can be worked out, no problem."

Over the hump...what hump?

We crossed the Quebec-Labrador border at roughly MP 149.8, elevation 2066 feet, near 2-mile-long Little Siding. From there we were on the downhill slide of roughly 0.2% until we reached our stop for the night, Mai, MP 128.1, elevation 2,000 feet. The weather had cleared and we arrived in well-enjoyed daylight. It is not uncommon for these long-haul track car excursions to run well into darkness.

Mai, a crew change point, is a substantial mid-trip facility. My partner, John Kook of Pottstown, PA, and I headed for the waterless crew cars that had been set out on the back track on the east side of the main line through Mai. We agreed that we would leave the main facility to the older folks and couples, who would much appreciate the convenience it offered. The crew cars were set up to comfortably house individual workmen. We in the crew cars put our names on the doors in case it became necessary to find us in the night. It's rare that problems at home require contact, but putting names on doors would prevent a "call boy" from having to wake up everyone to find just one individual.

The showers and mess hall required an eighth-mile walk across the main on the west side. By now, each cook crew was deep into trying to outdo the other kitchen/mess facilities. The staff at Mai won high honors with the now overweight American swine who were becoming spoiled rotten by the gold carpet treatment (gold is reserved for presidential service and goes an extra mile beyond the red carpet treatment). If QNS&L management and personnel were trying to give us a memorable trip in Canada, they certainly surpassed, far and away, anything we had ever experienced as a group on any of our track car adventures, bar none. The hospitality could not, in my estimation, be equaled or surpassed. I discovered that my liver and kidneys had temporarily repositioned themselves to make more room for that home baked dessert that I topped off dinner with. It's good that the trip was nearing its last day; my belt only had one (new) notch left. How much of this home-baked goodness could I endure?

Die-hard railfanning

Although I was tired from the day's adventure and dearly wanted to snug into my quarters like a burrowing woodchuck, I could not resist dragging out all the camera gear after I had showered to photograph and videotape a southbound that had pulled in for crew's rest. Compared to the way the Canadian Pacific takes care of its employees, there seems little comparison. The QNS&L clearly seems more knowledgeable on how to get the most benefit from an employee.

The end product of my night photography was rewarding. I don't remember how I felt at the time...tired, sleepy or disinterested. The finished work came out well; the night is graphically preserved for many years to come, and that is what counts.

My alarm went off at 4 a.m. I was out and settled into the mess waiting for my order of sunny-side-up eggs to be coaxed to perfection. Choices, choices; Canadian ham or bacon? I couldn't decide, so I went for both. And what oatmeal lover could resist Canadian oatmeal with raisins, honey and cinnamon? You can take it to the bank: far north Canadians know their way around oatmeal. Orange juice or coffee? You guessed it; I had to make two trips to get it all back to my table. There were only a couple of people swilling in the mess hall with me, as I had successfully beaten the morning rush. While the rest of the folks were hogging breakfast, I'd be able to use the vacant toilet facilities for my morning constitutional.

On the road again

The only way this day could have been better is if Willie Nelson himself was along with us, singing "On the road again" over our radios. The lyrics, "I can't wait to get back on the road again", ran through my mind and surely expressed our feelings as a group. It was indeed a wonderful day to be alive, to feel the steel wheels rimming and singing on the curves with the crisp, fresh air in my face.

The run south of Mai is pretty much on the level from our perspective, and begins an average descent of about 0.2% after Dufresne Lake Siding, MP 120.5, elevation 2000 feet. The descent grew sharper after MP 95, elevation 1922 feet, the average being 0.5% to 0.9%.

Ahhh Labrador...a feast for the eyes

The scenery was absolutely fantastic in this section. The rugged mountain escarpments reminded me of the Presidential Range in New Hampshire, and I was truly enamored. Mountains have a very special place in my heart, as I have been a climber for 34 years.

I thought of Carol and Hank Brown, the truly wonderful couple that organized so many of these wonderful trips in Mexico, throughout the United States and Canada and now this Labradorian adventure.

How I love this couple for the many wonderful memories they have made possible for us as a group, for me as an individual, and how they consider each person with their genuine caring nature. How much different this hobby endeavor would be without them and their planning. When riding mile after mile along the steel ribbon, we have long periods of time to dwell on the deep side of our thoughts. It's easy to slip into your own little world. I thought of all the trips we had made to places like the Copper Canyon of Mexico, Peace River, Hay River, Kugluktuk (Coppermine) in the Arctic Circle, Moosonee and Churchill on Hudson Bay, Campbellton, Miramachi, Cochrane, Gaspe, Sault Saint Marie and the Agawa Canyon, the coal fields of Tumbler Ridge in British Columbia, and the Copper Basin in Arizona. The list goes on and on. When we are whiling away the hours in some rest home for antique people, we will have splendid memories to relive. That reminds me; I heard there is a cure for Alzheimers just around the corner.

This railroad is the longest I've ever traveled without highway crossings, and it was a pleasure to just sail along (road crossings require special care, as we are not the least bit intimidating to the driver of a two-ton automobile). We rolled past picturesque and famous trophy salmon fishing rivers and through a tunnel at MP 65 at about 750 feet elevation. That 1,046-foot tunnel was actually the second bore; the first tunnel was used for nine years but was abandoned when rock slides caused concern of a possible cave-in.

The descending gradient became stiffer at 1.32%. Moderate, on and off sun showers made for very interesting lighting and kept us guessing about stopping to roll down the weather-protecting side shields. We took the siding at Tonkas Falls, where we took a break for pictures and made our last lunch stop, at the Tika kitchen facility at MP 57, elevation 364 feet. This was our last hog feed and I felt the first twinge of remorse.

A northbound of empties passed us, which diverted my thoughts from the melancholy. I busied myself videotaping a track foreman as he looked intently at the roll-by. I had accumulated a lot of really good run-bys with their mid-train helpers thundering past and was happy and confident that I would be able to assemble not only a great track car video but also be able to put together a great QNS&L video.

From the Tika facility, we continued to run downhill, but the slope had eased to generally 0.3%, despite running in a gorge with steep rock faces rising up out of the Nipisso and Moisie rivers. I spotted a remote fishing camp near MP 40 and wondered if the train was the only access to the outside world.

Occasionally along the track, I noticed microwave towers. They were installed in the 1960's as part of a backup system for emergencies. This enables authorities to reach Schefferville by radio when power lines are down.

At mile 36 we passed a helicopter pad and small maintenance facility. Down at MP 30, there were rapids and a salmon ladder. There were several fishing camps, located near the junction of the Nipissis and Moisie Rivers, which have acquired a worldwide reputation among salmon fishermen.

The wood for the construction of the town of Schefferville came from the area around MP 20. Tellier Siding, MP 18, 148 feet elevation, is the site of a maintenance of way facility; the facility is closed during the severe winter months.

We stopped at the Moisie River bridge and tunnel at MP 12, 180 feet elevation. This bridge over the Moisie is the largest of 19 on the line; it is 705 feet long and 155 feet high. There are 13 curves in the single mile 12 and 693 curves over the whole railroad. When the 2,192 foot-long tunnel was bored, a cave-in led to cement-reinforced walls. Several of us shotgun riders were dropped off at the foot of the bridge, where we would have a great shot of the track cars running into the tunnel. After the staged runby, the cars reverse moved to pick up the dead weight, and when I can't button my pants any more, I'm definitely in the dead weight classification. The only place excess lard shows up on me is in the belly-band; how I wish I could spread it throughout the whole body. I know what you're thinking, and no, that's not lard in my head as well as the portable lunch box.

A forest fire back in 1953 encompassed the region from mile 12 almost to Port Cartier, the scars of which can still be seen.

Where's the moose?

You would think we would see tons of wildlife on these trips, but the lead car sees whatever critters are lurking trackside and promptly frightens them off. It's rare when the rest of the group sees anything wild. The head end stopped for clearance into the yard at Sept Isles, just short of Arnaud Junction, MP 9.1. This was the first grade crossing since Labrador City.

When the trailing track cars caught up with the head end, we could call the dispatcher and get permission to proceed into the yard together as a tight group. While running along, our 25 track cars might be spread out as far as five miles from lead car to rear guard. Riding drag on the Wilderness Tours adventures is a position usually filled by Fred Furminger, a recently retired engineer from the Buffalo Southern Railroad in New York State, so everyone bailed out of their track cars while waiting for Fred to roll in.

Suddenly there was an unfamiliar call to attention: "Moose!". Sure enough, there stood a moose on the road. She had stopped to nonchalantly look over our strange assemblage. As I am in the animal family, being a truly "Mad Dog", I can read the animal mind. I quite clearly could hear her say, "Huh! What's this? I never see such a thing as this before!". Fortunately I had my camera with me and got a short clip of her before she lost interest and ambled off to Bullwinkle what she had seen. 516 miles without seeing a moose and here we are, practically at the foot of town, finally treated to a moose sighting. It surely was a nice touch; the railroad folks surely had orchestrated this happening for our benefit. Pretty slick, eh?

From this point to MP 2, the railroad takes a dive on 1.2% grade into the Sept Isles yard at 48 feet elevation.

Chinese fire drill

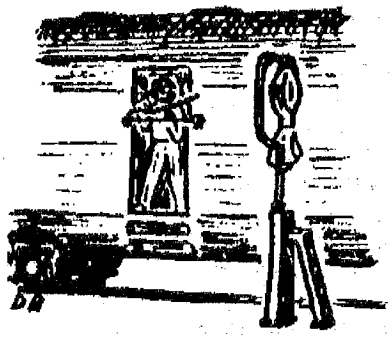
The usual fire drill atmosphere prevails when we roll up to the set-off and begin loading our track cars onto our trailers. To the untrained eye, this fire drill might appear to be utter chaos. However, there is always someone in charge directing the activity and many hands to help load the machines. Seemingly every trackcar that is loaded is done so by individual and unique methods that each owner has developed for his particular needs and ideas. If you took the ideas of Snuffy Smith, Barney Oldfield, Rube Goldberg, Charlie Chaplin, and Alfred E. Newman, mixmastered them all together and threw their ideas out like dice, you would have an idea of the varied combinations that are not only possible but workable. When an onlooker sees everyone running around like chickens with their heads chopped off, it does tend to give the impression of a fire drill gone out of control.

Laisser le bons temps rouler

That's French for (depending on which dialect one uses), "Let the good times roll". And how! This adventure would go down in the annals of motorcar history as the premier trackcar trip of North America, not just because of the fantastic scenery but more so the heretofore-unknown "premier, golden carpet hospitality" of the Quebec and Labrador people who blessed us with their best.

Many people headed west immediately. Owing to the late hour, the lack of necessary facilities, and knowing the wildness of this region, we thought it best to stay in

continued on page 14



The Mail Car

Mail from our favorite source - our readers!

D&H Photo Book Call

*from **Doug Lezette***

Announcing a new all-color book, "Alco's on the Adirondack", planned for an autumn release. The book will pay tribute to the Delaware & Hudson's PA-powered passenger train that operated between New York City and Montreal from 1974-77. The soft-cover book will also cover D&H passenger operations prior to Amtrak, and follow the PA's and passenger equipment after they were leased out for commuter service in 1978.

The D&H Alco PA's were some of the most photographed diesels of their era. We're calling upon fans who were trackside during that time to contribute their color slides for inclusion in this new book.

We're looking for action photos of the *Adirondack* anywhere on its route, with any power; roster shots of the locomotives and passenger cars; and shots of the train's crew and interior. We're also looking for photos of the final years of the *Laurentian* and *Montreal Limited*, PA-powered excursion and freight trains, and the PA's and coaches on Boston's MBTA and New York's MTA, respectively.

"Alco's on the Adirondack" will be authored by BLHS member **Doug Lezette**, anchor and producer at Schenectady's WRGB-TV, with assistance from Mike Confalone, publisher of **Railroad Explorer**, the tri-annual magazine covering the Northeast and Eastern Canada. A portion of the book proceeds will benefit the Bridge Line Historical Society, which is dedicated to preserving the history of the Delaware & Hudson.

All slides sent in for consideration will be treated with care. Contributors who have a photo published will receive a copy of "Alco's on the Adirondack" and a color print of their slide. All material will be returned in timely manner. Sharp, well-exposed slides, along with brief caption information, the photographer's return address, phone number, and e-mail should be sent to:

Doug Lezette
P.O. Box 9069
Schenectady, NY 12309

Questions may be mailed to the above address, or e-mailed to dlezette@yahoo.com. You may also phone 518-381-3728. With your support, "Alco's on the Adirondack" will be a fascinating and colorful look back on memorable Alco-powered streamliner.

Very Much Alive

*from **Norman S. Collins***

A few issues back, I read an article referring to "the late Gerritt Bruins".

A few days ago I was talking to Gerritt. He lives at the TenEyck Apartments, 375 Broadway, Schenectady, NY 12305. He is doing very well and will celebrate his 91st birthday on June 30, 2002.

Maybe some of our members could send him a birthday card.

Belt Line Memories

*from **Warren Martin***

At one time, prior to 1936 when he died, Bill Lytle used to take me for a ride on the D&H's "Belt Line" train. That train ran counter clockwise from Albany to Rensselaer, Troy, Green Island, Watervliet, and Colonie, and then back to Albany. This ended when the Green Island station closed. This would be the only south bound passenger movement through Green Island.

This was before the days of buses, but a trolley ran over the Troy bridge, down Albany Avenue, through Watervliet on Broadway, past Montgomery Wards, and on to the turnaround in front of the D&H building in Albany, where one could transfer to other lines.

I am not sure why, but during WW-II at times there were a few old open end wood coaches stored at night in the south end of the Green Island yards. Some one back then told me they were used in a commuter run from Troy to Albany. I never saw them coming or going, and they would appear and disappear at will.

I'd like to clarify something I wrote for this column in the June issue.

In the paragraph that starts "Before the Troy wye was single tracked" (page 7, 2nd column, 3rd paragraph), where it says NYC used 4-8-4's to bring the *Laurentian* to Troy, it sounds like the P2 (Pacific) was added in Troy, implying a double-header. Actually, the P2 would be waiting in Troy (with a D&H diner) to take over for the haul to Montreal.

Observations

*from **Jim Shaughnessy***

For **Warren Martin**: The NYC 6000 class 4-8-4's (Niagaras) never came to Troy for the *Laurentian*, as they wouldn't fit through the tunnel south of the station. The *Laurentian* only came northbound via Troy in the summer (it ran via Albany in the winter), but always went south through Troy. The NYC used 4-6-4 Hudsons and 4-8-2 Mohawks (3000's and 3100's) on this run in and out of Troy.

The D&H locomotives backed all the way to Colonie, where there was a turntable, and they didn't take the time to turn the engines with the road crews as there was plenty of time to do it in Colonie during the servicing procedures.

For **Jim Corbett**: The present hull of the *Mohican* is the original, but everything else has been changed.

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

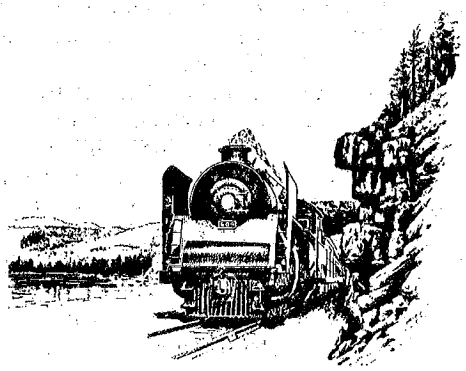
At the Signal from page 5

and it was wonderful hearing those very distinctive blue SD80MAC's once again attacking the Berkshire grade up to my old hometown of Hinsdale, Mass.

Both days I treated Diane to a nice dinner for being so tolerant and patient during the chasing. But it helps to have nice scenery as well.

Enjoy your summer, folks, and stay aware and safe trackside!

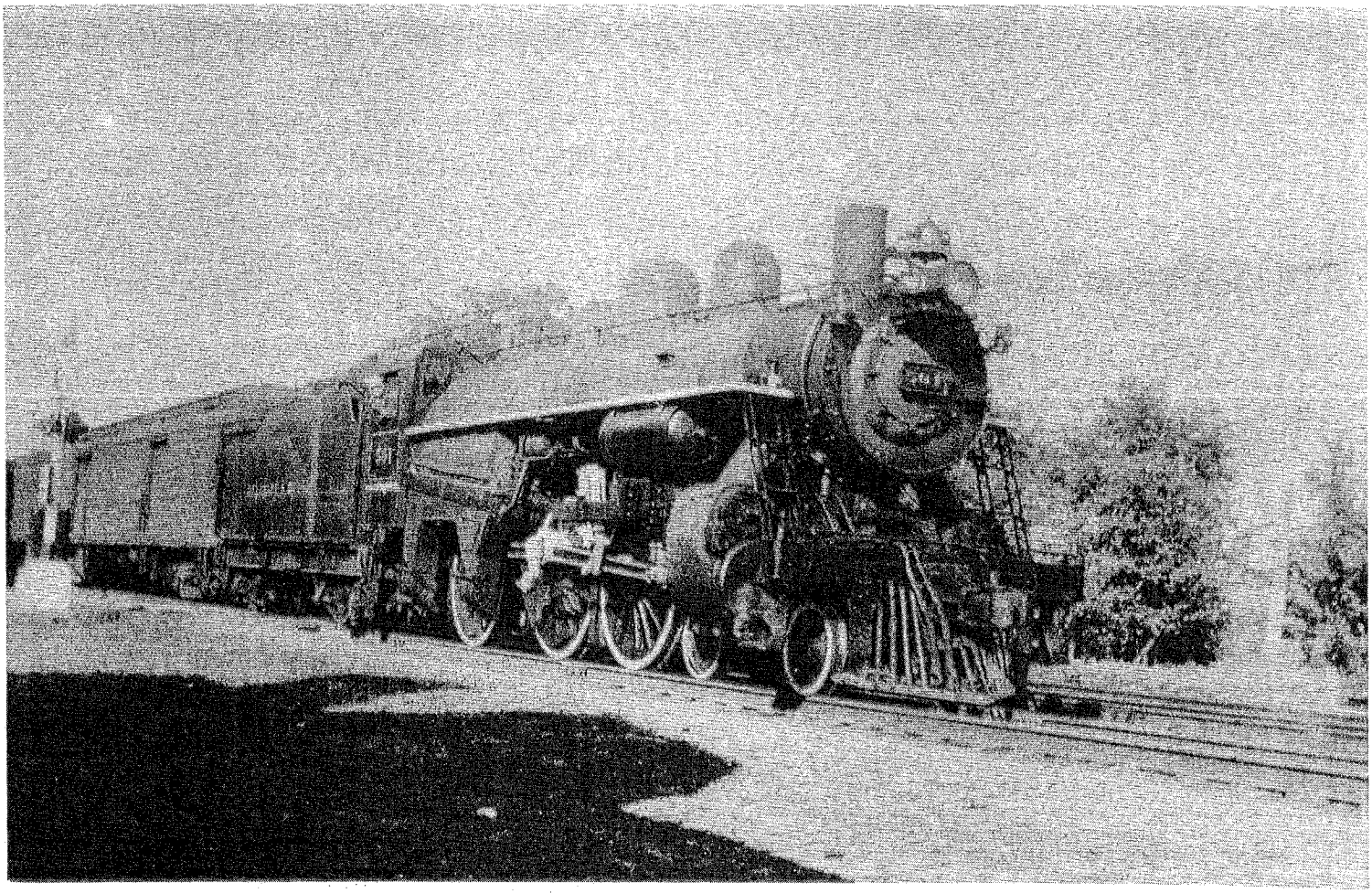
D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS-D&H-BLHS

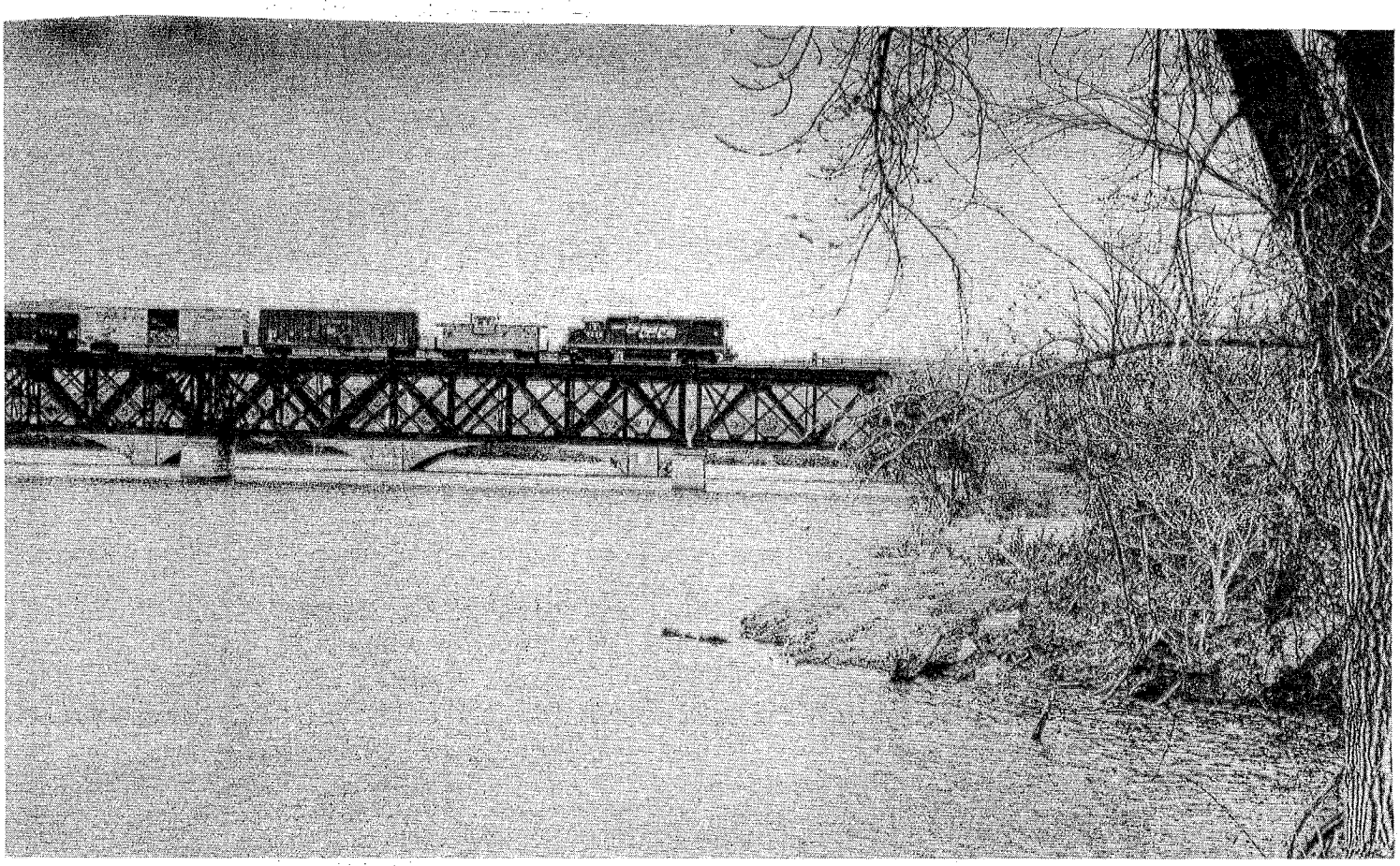


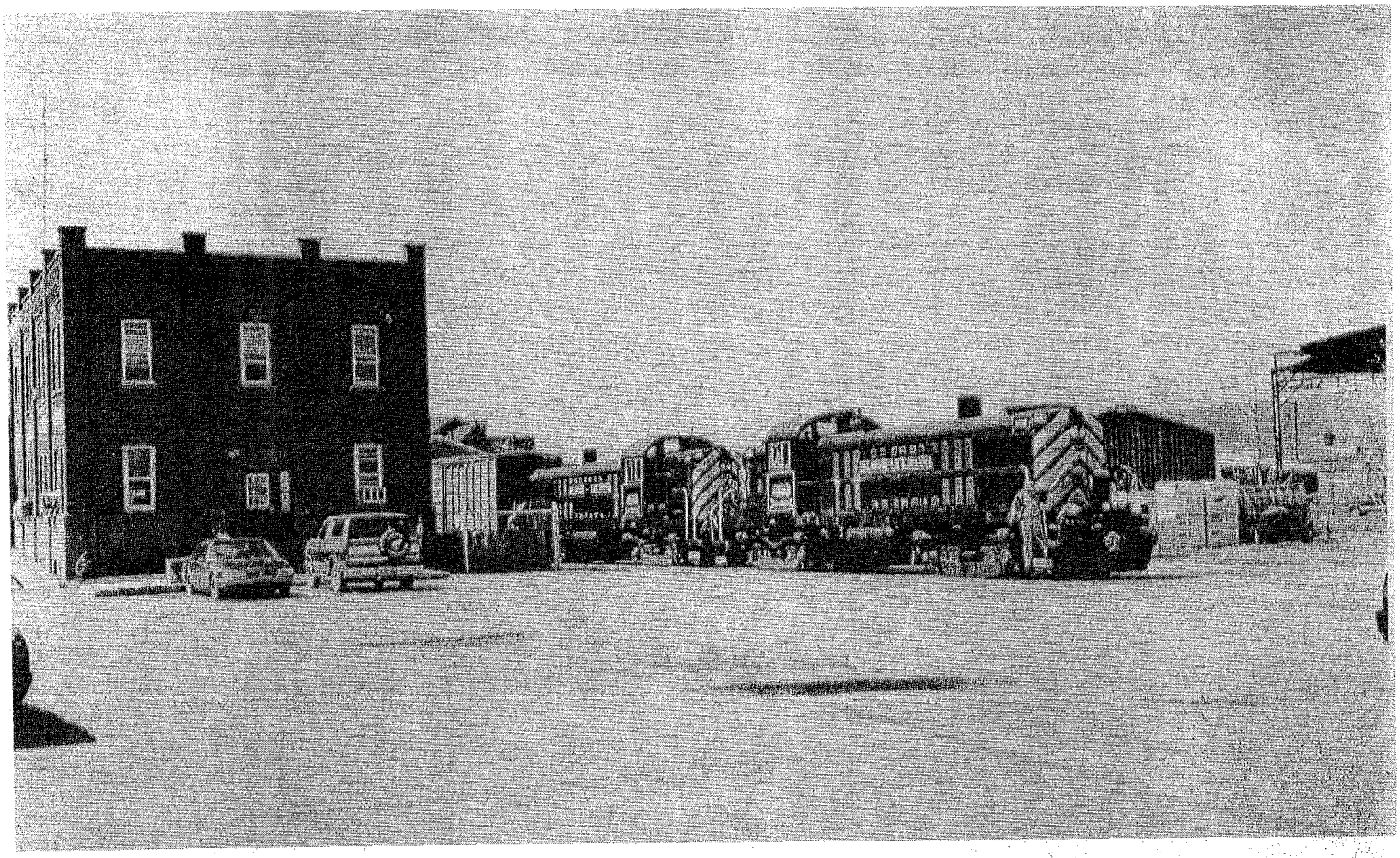
photos on page 11:

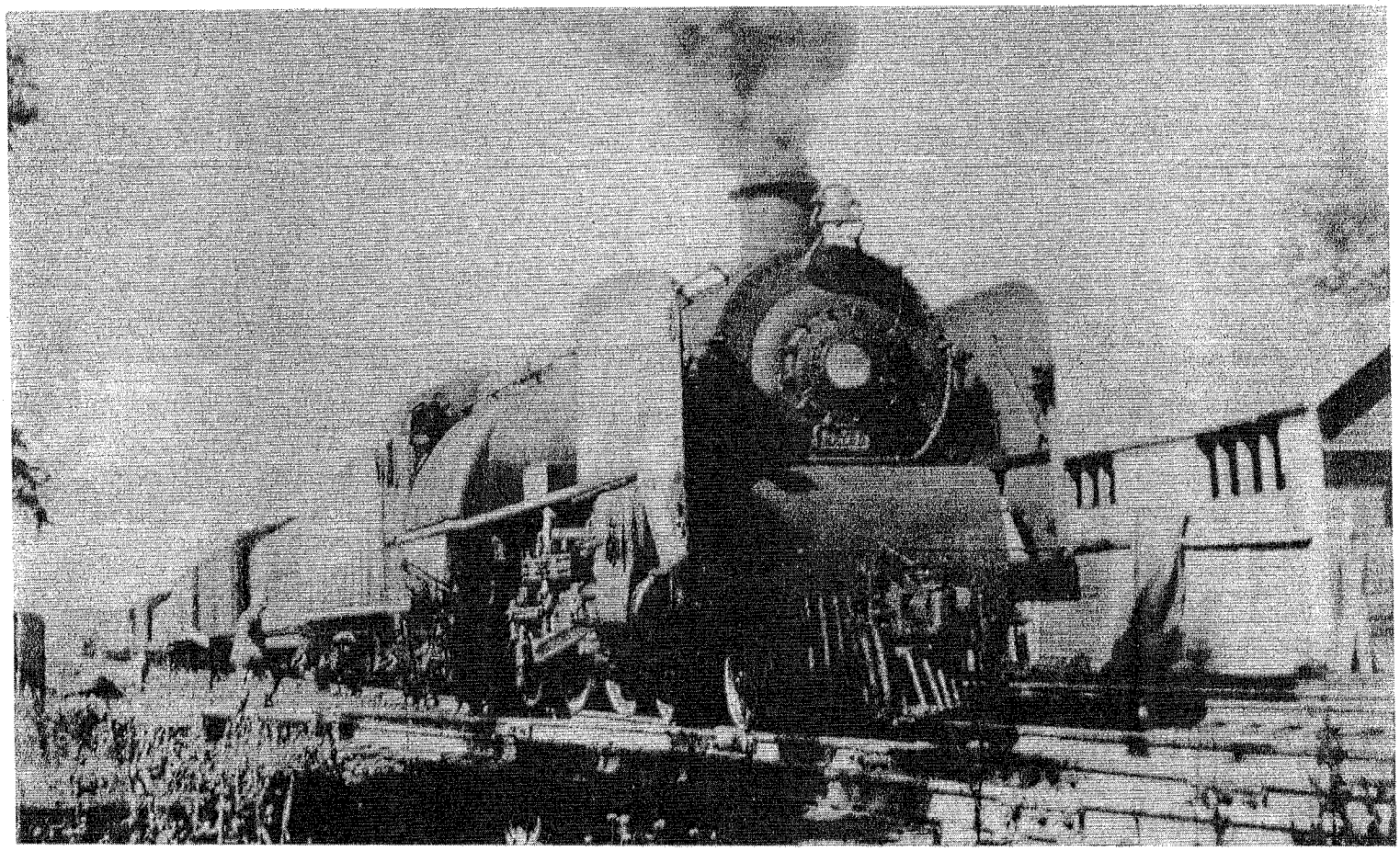
Top: D&H ten-wheeler 501 appears to be stopped at a station; location and date unknown. Photo by E.H. Stearns, whose son, Richard Stearns, recently donated his father's photo and rail memorabilia collection to the BLHS.

Bottom: CP/SL&H/D&H local SC-R behind D&H 7305 rumbles south across the Mohawk River at Cohoes, N.Y. on November 2, 1996. The local's crew is returning to Kenwood Yard and the Port of Albany after serving the big G.E. Silicones plant and other customers at Waterford, N.Y. Photo by **Gary R. Schermerhorn**.









Luncheon Report

by Rev. Walter F. Smith

Spring fling...or...Alco's in the snow

When the first notice came that the Society's spring luncheon would be held at North Creek, and with a train ride thrown in, I knew we would go. We had been at North Creek years ago before the rehab. It was just another sad abandoned railroad place. But two summers ago we were on our way to a convention in Massachusetts and passed through North Creek. I was impressed with what had been done with the Upper Hudson River Railroad, the depot, museum, and the entire operation. It really had captivated me. But alas, we were too late in the day to ride or even to look inside the buildings. Daily train operations were over and everything was tied up. I promised myself we would return.

So it was with pleasure that we left home on Friday, May 17, and headed for Tupper Lake, Indian Lake, and North Creek. The roads in this area are twisting, uphill and down, but generally they are of generous width with good shoulders and normal speeds are possible. At Tupper Lake we crossed the tracks of the Adirondack Scenic. The day before, PBS radio had announced that the movement of equipment from Thendara for the Lake Placid summer excursions had been delayed by a washout at Big Moose. The projected date for the transfer was now May 22.

Our ride to North Creek was 140 miles and took about three hours. When we come along the Hudson River near North Creek where the old line to Tahawus crosses the highway, I always picture in my mind three or four RS3's snaking along the river's edge with a train of ore cars tied to the tail. Alas, I never saw it in operation. But I remember the **Trains** article, "D&H - Ore Hauler", of some years ago. I envy those who were here to witness the operation.

We had come the night before, so that we might better enjoy the train ride and banquet the next day. I am past the time when I can leave before daybreak, drive a long distance, enjoy an activity, and then drive home to arrive at dark. We took the chance that in May there would be motel rooms available in North Creek. A stop at the depot showed the operation put to bed, but a helpful employee suggested we find lodging at Gore Mountain, where the banquet would be held the next day. We followed his suggestion and soon had a very acceptable motel room which could actually sleep seven people! We had dinner at the Inn and settled down for the night.

Next morning a heavy, wet snow was falling. We had a light breakfast in town and by 9 a.m. were at the depot. The gift shop was open and I thought they had a good variety of hats, shirts, various rail related items, and a few books. (I had to admire their good judgment in stocking the ***Bulletin***.)

If there was any damper on the day, it was the weather. The snow continued and a raw wind blew. After the train was on the road, the snow turned to a cold drizzle. But fortunately we had enough heavy clothing and Betty brought a blanket along, which we used as a cover on the train ride. As train time approached, the Bridge Line brethren began to appear, a few faces I recognized from past gatherings. We also found the museum open which, as I understand it, is actually the old depot, the current depot being the old freight house. Both have been handsomely restored. Someone has done a fine job of presenting North Creek history. Not only is the story here of Theodore Roosevelt's night departure on a special train when he hurried to his swearing in as President, replacing the assassinated William McKinley; there are also the more pedestrian matters of industry and everyday life in this part of the Adirondacks.

The excursion train was very interesting. Our power had solid D&H credentials, RS36 5019 painted in the famous D&H lightning stripe but now lettered, "Delaware Lackawanna". It was trailed by two former CN Montreal commuter coaches. We took up quarters in the first seat behind the 5019. Trailing these cars was a more modern, smooth-sided streamlined coach lettered, "Central Railroad of New Jersey". I don't believe the CNJ ever bought new a car this modern. My guess is that it came from some 1950's Limited and was purchased by Jersey Central and downgraded to a commuter car. I seem to recall CNJ acquiring such equipment in the mid-1960's from Union Pacific and other western roads, which then had a surplus of passenger equipment. The cars may even have been purchased by the State for the hard pressed CNJ, a road of perennial deficits. Trailing the CNJ car was an open car; during the first photo runby, one hearty soul had chosen to brave the rain and cold in it. Bringing up the markers was a caboose, which welcomed riders. The lack of heat in the buggy made me decline the offer.

I was interested in the ancestry of the short, steel, center cupola caboose. The answer I received was that it had been used by GE for high/wide moves. I doubt the car was original to GE. The lines of it said Maine Central to me, or maybe Lehigh Valley. Does anyone out there know?

Not in operation that day was a small switcher lettered simply Alco, with the symbol of our favorite locomotive builder [*The locomotive has the correct paint; it's was Alco Schenectady Works' last plant switcher...JB*]. Another obviously CN coach sits on a siding south of the depot and there are a couple of other cars a few hundred yards north in a siding. Little has been done to them.

We pulled out for Riverside about five minutes late, and a mile later came to a stop. After some discussion among the crew, we backed up a few feet and let off a dozen photographers for a photo runby. With a good Alco whistle, the 5019 came charging by with the train. We (the photographers) had climbed a sandy hill in the rain and had to do some fancy climbing to get back on board without a step stool, of which there was none in this car. I decided to skip it when the second and third runbys were announced. It was warm under our blanket and if the car lacked heat at least the roof was functional and we were dry.

Actually each of the first two cars had small heaters at one end of the car, fueled by propane. They kept the cars from being 35°F inside, so I suppose I should not quibble. But I found the fumes left me feeling queasy and my eyes smarting. I was glad we were seated in the opposite end, away from the heater.

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photos on page 12:

Top: If you don't look too closely at the cars, wrapped lumber, air conditioners, or the lettering on the RS3's, this could pass for 1955. Delaware-Lackawanna 4103 and 4118, both former D&H RS3's, are passing the former D&H freight house on Wyoming Avenue in Scranton, PA. The building is now headquarters for the D-L. From a slide by **Jack Wright**.

Bottom: Pacific 651 pauses for the camera of E.H. Stearns. We certainly appreciate the donation of his collection!

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 8 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):

George Adinolfi

George John Adinolfi of Oak Street, Saratoga Springs, NY, died Friday, May 10, 2002 at Saratoga Hospital. He was 88.

Mr. Adinolfi served as a crossing watchman for the Delaware & Hudson Railroad for four years.

John P. Coughtry

John P. Coughtry, of Gilligan Road, East Greenbush, NY, died Wednesday, May 15, 2002 at Albany Medical Center after a long illness.

He retired as a supervisor of maintenance for the D&H Railroad.

Joseph F. Farina

Joseph F. Farina, 80, of Pawling Avenue, Pruyn Hill, Mechanicville, NY, died at home Sunday, April 28, 2002.

Starting before WW-II, Mr. Farina was for 42 years a Delaware & Hudson railway clerk in Mechanicville, retiring in 1982.

Charles W. Fitch, Sr.

Charles W. (Charlie) "Pockee" Fitch, Sr., 80, of Schuyler Ridge Nursing Home, died peacefully, April 28, 2002 with family members present at Ellis Hospital.

Charlie was a U.S. Marine, after which he worked several years at the D&H Railroad in the 1940's.

Joseph E. Gordon

Joseph E. "Joe Baby" Gordon, 82, of 14 Blinn Street, Glens Falls, NY, died Saturday, April 27, 2002 at Glens Falls Hospital after a long illness.

He worked for the D&H Railroad.

Edward Gregware

Edward Gregware, 81, of Wayne Street, Sycaway (Troy), NY, died Saturday, May 18, 2002 at his home.

A Navy veteran of World War II, he was retired from the D&H Railroad, where he worked as a trainman for 46 years.

Ruth M. Scrafford

Ruth M. Scrafford, 98, died Wednesday, May 1, 2002, at the Guilderland Center Nursing Home, Guilderland, NY.

She worked for the D&H Railroad as a stenographer and clerk for 11 years.

Edward Shortt Stewart

The Stewart family of Garnet Lake, NY and San Francisco, CA is deeply saddened to announce the death of Edward Shortt Stewart on Friday, April 26, 2002 after a brief illness.

He worked building the railroad to the Tahawus mines.

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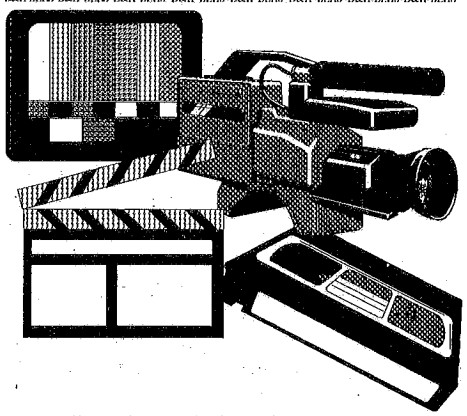

Local Wayfreight from page 9

Sept Isles another night. We knew the animals would come out after dark and present a dangerous driving hazard, and they are easily avoided in the light of day. We had also hoped to visit with Jacques the safety man, but it seems he had entertained a few folks from our group for most of the night and would report in for work a little later than usual.

During our return, we spent the next night in a small town outside of Quebec City, and the following day stopped at the Canadian Railroad Museum in Delson, just below Montreal. The museum was technically closed during that week in September, but we were allowed in for a self-guided tour since we were from "the states". This is a truly wonderful museum and is mostly government-funded, I believe. Much of the equipment has been cosmetically preserved and restored and is in wonderful condition. There is a lot of Alco equipment all around the large tract of fenced-in, secure land.

Having different interests than my partner "Kookie", I headed for the outlands to look over Alco parts that were palletized. Since I had been an Alco employee, it was like a homecoming. I was contemplating a night at Alco when I crawled between an RS11 frame and truck motor to make electrical connections, when an employee of the museum came searching for me. I thought I must have done something wrong; they probably don't want people back here, but no, it was much, much worse than that.

Actually, it was unimaginable, a low point in American history. You see, it was September 11, "9-11", and it was 10 a.m. The employee was very tactful breaking the news, but I went into a sort of expressionless coma, which is typical for me when I get really bad news. Kookie met us as we walked back towards the gate. Another employee said we had better hurry, as they were talking about closing the border. They expressed sympathy and genuine caring, but none of us knew just how really bad the situation was.

At the border, there was a great deal of confusion. One official said we were not permitted to pass, while another said his orders stated, "*Prepare* to close the border". He insisted it was all right to let us through as "prepare to" was how the order was written. Fortunately for us, mister "close off the border" yielded and allowed us to pass. Fifteen minutes later, the radio announced that the border had just closed. Can you imagine being stuck up there, not able to be home with your family during such a stunning, smashing time of grief?

Fortunately for me, the sour grapes of wrath are not associated with the wonderful memories of the Labrador "screech" adventure.

Details, details, details

This would be a terrific railroad to model were it not for the one reality of the dedicated 240-car ore trains. A model railroader would be forced to severely shorten the consist by at least 140 cars.

IOC uses a fleet of 1,200-h.p. GM remote-controlled electric locomotives to move the Carol Lake ore to the nearby concentrator. These engines are lettered for IOC, not QNS&L as one might suspect.

The QNS&L relies on a fleet of 53 new and rebuilt locomotives to move ore to the ship loading facility. Trains are handled by one engineer and two GE C40-8M's or C44-9W's, with a similar mid-train, Locotrol-equipped helper. Wabush trains apparently use a caboose with a crewman. SD-40's are the engines generally used for non-mineral, switching and freight trains, moving nearly one millions tons per year. These engines were rebuilt and refitted with Woodward CLC microprocessor-based controllers at AMF Technotransport's (former CN) Pte.-St. Charles, Montreal shops.

This is a truly unique and fascinating railroad by anyone's standards, and I hope you have enjoyed reliving the story. Anyone interested in more details can contact me, as I have a plethora of detail information. I also have all of the QNS&L and Wabush radio frequencies if you are planning on venturing to Quebec and Labrador. If you are curious about the track car organization, go to our web site, ARCOA.org.

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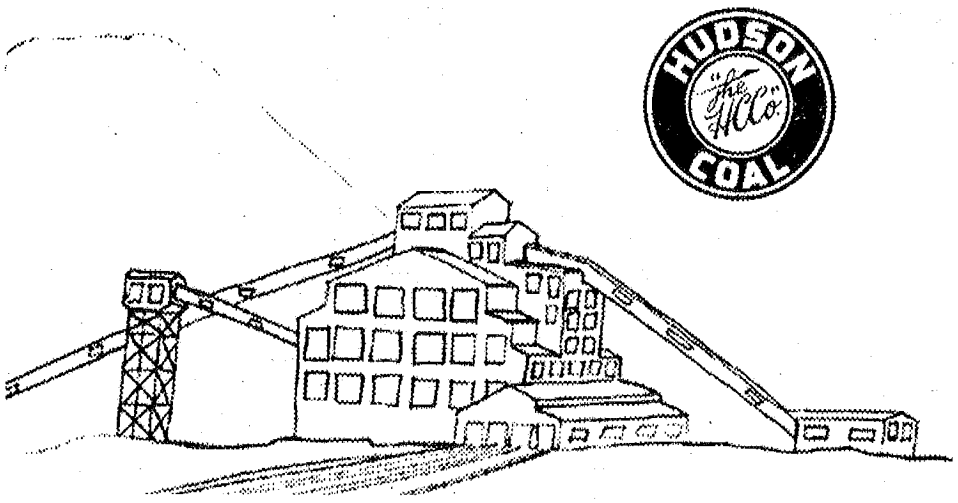

South End Report

*by **David Wallace***

Power news

The Reading and Northern RR and Pittston, PA locomotive rebuilder RMDI have been buying Union Pacific power at auctions again, buying batches together to simplify shipping and purchasing issues. **Mike "Breezy" Bischak** supplied info on the new power:

RMDI units

from	type	number	b.n.	blt	purpose
UP	B30-7A	237	43588	1/82	parts
SP	B30-7	7814			parts
SP	B30-7	7815			parts
R&N units					
C&NW	SD40-2	6867	74639-2	9/74	service
UP	C30-7	476	42720	2/80	service

There are more units on the way: three more SD40-2's for service, two C30-7's for service, and two C30-7's for parts.

Breezy also supplied the info on the new DL Alco S6. It is ex-Knox & Kane #44, nee South Buffalo #44. She's builder #82295 and was built 12/56.

Circus train

Norm Barrett sent information on this year's circus train coming to the Wyoming Valley. The Ringling Brothers circus train will depart Trenton, NJ on June 3 at about 0600, and arrive at Harrisburg at about 1300. Animals will be watered and power swap made, with a departure of 1400 scheduled. Two clean SD40 "beaver scheme" locomotives were requested to take the train to Wilkes Barre, with arrival at W-B set for around 1900. This year's circus train is the Blue unit, and has 57 cars weighing 4,135 tons and is 5044 feet long without the power. The train will return to Harrisburg this year after the shows and will go west from there.

Wreck along the Susquehanna

On May 14, 2002, a northbound D&H train hit a washout along the Susquehanna River. This is the article from the **Scranton Times** of May 16, 2002:

"Rail traffic through Wyoming Valley is expected to resume at 1 p.m. today following the derailment of three locomotives and seven freight cars Tuesday morning along the Susquehanna River in Newport Township. The locomotives were pulling 44 cars of the Canadian Pacific Railroad when the derailment occurred around 6:20 a.m. The train was about two miles south of the Nanticoke-West Nanticoke bridge. The railroad tracks were washed out from a swollen stream that flows off the nearby mountain.

"Mike Green of Larksville, the engineer, and Ed Mooney of Deposit, NY, the conductor, were trapped for nearly eight hours inside the cab of the lead locomotive, which was buried in mud and wreckage. Mr. Mooney was released Wednesday from the Geisinger Medical Center in Danville. Mr. Green was treated and released Tuesday from Geisinger.

"Rescue crews were prevented from using torches due to the rupture of two 3,000-gallon diesel fuel tanks and oil, so a tunnel to the cab was dug by hand. The two men were rescued at 2:20 p.m. An access road along the railroad tracks was used to reach the wreckage.

"'The rising river from recent rainfall never threatened efforts, but did cause concern because high water was eroding the riverbank', said Newport Township emergency management coordinator Norman Bodek. 'Divers from the Luzerne County Sheriff's Department and Germania Scuba Team, Duryea, were in the river near the wreckage as a precautionary measure', Mr. Bodek said. An unknown amount of diesel fuel and oil seeped into the river.

"Mr. Bodek said the train was traveling to Binghamton, N.Y., from Harrisburg. Michel Spenard, spokesman for the Canadian Pacific Railroad, said the removal and repairs to the railroad bed and track would be ready today by 1 p.m. He added the rail traffic would be going at a slower speed.

"'Local contractors have been transporting large boulders around the clock to fill the hole that is 200 feet long, 120 feet wide and 20 feet deep from the track level to the river', Mr. Spenard said. 'We are very happy with the expertise and professionalism of the first responders. They got the crew out safely.'

"Mark Carmon, spokesman for the Pennsylvania Dept. of Environmental Protection, said the emergency response team was on the site again Wednesday and the 'crews are moving very quickly'. He explained the response team would remain at the site until any contaminated soil is removed. It will then be taken to a facility for treatment or disposal. 'We don't know if we will be able to detect any effects from the fuel that went into the river due to the height of the river. The determination will be made by a biologist', Mr. Carmon said.

"The spill of diesel fuel and oil into the river caused concerns in Danville and Sunbury, which use the river for their water supplies. The contamination was expected to reach Danville between Tuesday at 11 p.m. and Wednesday at 6 a.m. Danville water superintendent Arthur Gerringer was advised by DEP to stop taking water from the river Tuesday morning as a precautionary measure. Resumption began at 1 p.m. and continued until 11 p.m. Tuesday. The pumps then shut down until Wednesday at 6 a.m."

D-L 6793 hits the main

On May 8, 2002, D-L C636 6793 was working with other Alco brethren at station sign Scranton. I was lucky enough to watch the D-L blocking a Portland train in front of the university that Wednesday. They were using the C636 on the point, followed by 3643, 310, and MA&N 804.

The 6793 is sounding better than when I first heard her, and definitely had less oil smoke coming from the stack. D-L workers put ditch lights on both ends, new hoses all around, and remounted her horn in the original position, just above the engineer's front window. That horn must be loud for crews. I thought the FRA mandated all horns be relocated back on the long hood?

Anyhow, the engine didn't seem to be operating the train brakes efficiently, as they had four engines pushing and pulling for 15 minutes of getting nowhere. It sounded great, but I'm sure the crews were a bit upset. Finally they switched things so they could operate from the 2nd unit.

The 804 has an injector or turbo problem, and she threw so much smoke that the basketball players at the university were bending over and choking. That area has

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Let's Talk It Over

*By **Jim Corbett***

Amthoughts

A couple of months back, in response to some earlier comments from **Jim Bachorz**, I got into some speculation about the possibility of the freight railroads bidding on some of the contracts to operate passenger services for a hypothetically-privatized Amtrak, and of doing so under their own names. I wrote then, and still believe, that even were Amtrak to be privatized, and to be privatized at least partly in the British manner (by having multiple companies bid on the various routes to be operated), it's highly unlikely that any of the current freight railroads would do so. (And I say this knowing of Guilford's announced willingness to bid on the Northeast Corridor operations...though presumably not the Boston-Portland service.)

However, setting aside the high unlikeliness of "would-they", there's another question that maybe ought to be asked in the same context: should they? Would there be an upside for the companies in doing so (aside from having Amtrak as an operating company out of their hair)? I think there are a few arguments that can be made for that case.

Firstly, of course, is the simple fact that, unlike a railroad's own private, pre-Amtrak operations, there shouldn't be any question of taking financial losses on the operation. Oh, there would be some losses, I'm sure, unless there's a sudden reversal of the experience of every rail-passenger transport (as opposed to excursion) operation in the world. But the contracts let by Amtrak or Amtrak's successor government organization should be structured to cover those losses, and any accepted bid would almost by definition include at least a modest profit expectation for the operating company, or why would the bid even be entered? And if the contracts were so structured that the company shared the major part of any operating profit gained, the operator – the freight railroad(s) in this case – should be encouraged by that to try its best to make "its" passenger operation a first-class experience for the customer.

And since most passenger service would still operate over the freight railroads' tracks, there would likely be provisions, either in the operating contracts or separate ones, to allow for maintenance and even upgrading of the freight railroad's tracks to allow better passenger operations than are now possible; this should also benefit the freight service. The flip side of this type of subsidy should be a greater commitment to on-time operation than we tend to see today; of course, some encouragement along this line would come by the simple fact that the passenger operation would be in the company's own name, so the customers would have a clearer idea of who to hold responsible.

A version of that is probably the single great advantage the freight roads might gain from being back in the passenger business: the customer and the general public would have a consciousness, not just of who to hold responsible for a late-running train, but of what and who the company is. One of the railroad industry's problems (though it may not admit it) is that the general public has very little recognition of it, and most of that recognition is negative: derailments, blocked crossings, hazardous-materials spills, even parked boxcars; all the ills that railroading by its nature is occasionally heir to. All that comes with very little of a positive nature to offset it. Part of the reason is simply that the freight railroads don't consider public relations important, but most of the reason is that the public rarely has any reason to do business with a railroad. And if they do, that railroad tends to be, not one of the freight lines, but Amtrak, or the local commuter operator.

Now picture private operations: passenger trains running around the country carrying the names and the colors of the operating railroads; people going down to the UP or CSX station to meet incoming friends or relatives, or start off on a trip of their own; and dealing with people wearing the "uniform" (whatever that might actually be) of a railroad company, who, at the station at least, were representatives in their town of that company. Just like the old days. If all that were so, a different impression, or maybe just AN impression, of that company would be formed, and if the trip was comfortable, and if the trains ran on time, that impression would be a positive one. Of course, the negative events would still happen, the negative impressions would still be formed, but there would be something in place to counteract them, to give some idea of the importance of what the railroad does, even though this contract passenger operation would still be a very minor sideline to the important freight work the public doesn't see, or sees only as a negative.

The difference from the old days would be that the railroad, far from losing its money providing the service, would be breaking even at worst, and making money at best.

Is there any likelihood of this happening? No. And if there were, who would have the vision of a Bruce Sterzing to use this contract passenger service to promote his own railroad, as Mr. Sterzing did with the D&H and the original *Adirondack*, to considerable, if brief, effect? Sadly, probably no one in the current freight companies. CSX seems to have some inkling of trying to make a positive impression, in that it has an officer to act as liaison with Amtrak and commuter operators. Union Pacific still knows the positive impression a passenger train can make, as shown by its high-class business/steam/excursion operations. And maybe one can even hope that, somewhere in BNSF, there might be another Mike Haverty who can see the positives that a war bonnet-led *Chief* might again have on the route to California.

Sigh...probably not. But maybe, if that's the way the Amtrak debate (once and if it finally starts) goes, they ought to think about it.

All in the name

On another subject entirely, one thing that's fascinated me for years is the names railroaders give to the trains they operate. A while back I managed to acquire (in Springfield, IL, of all places!) a copy of a 1954 D&H folder, "Schedules of Through and Local Freight Trains". Since this is right in the time frame when I was spending time each summer in Whitehall, I found a number of old friends in that schedule, including the long-distance RW and WR

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Curmudgeon's Corner

by ***Jim Bachorz***

(the_real_curmudgeon@yahoo.com)

Dedicated to the proposition that some people seem to feel the need to stick their nose into things, thereby gumming up the wheels of progress...

It'll be...well, different

As I said last month, next month's issue should be quite different from what you are used to seeing. I've now seen what **Chris Shepherd** is planning, and it looks quite interesting.

It looks far more professional than what this old country boy has been doing, since Chris is using a much more modern publishing engine than my trusty old WordPerfect for DOS (gasp!) V5.1. I've pointed out some areas that, to my modest thoughts, at least, may need a bit more polish. Actually, it may be more like buffing out a few paint scratches on a bent fender.

Perhaps foolishly, Chris agreed with my thoughts on the changes, and he proceeded to make most of the changes on the issue, using the Zip disk he brought with him. I found out that he's using Microsoft Publisher, which I have stayed away from due to some notorious compatibility problems. It seems that the boys from Redmond like to reinvent the wheel when storing the work results for each version (something not limited to Publisher), and that can cause grief down the road. Backward compatibility in Microsoft products can be pretty much a joke. However, since this is just the first bend in the road for Chris, no big deal.

We dug out the requisite photos and scanned them for his files and insertion into the issues. I didn't get into that part, which he will do later at home. Like all graphics work, it can be time-intensive. The only problem we had was shaking loose a few bats from their usual perches to get at some stored photos. (You get guards wherever you can find them.)

However, the ***Bulletin*** staff, which will get the month off, has been making some ominous noises. **Bill Kozel**, for one, has been growling and barking about someone hijacking "his" issue. The Wacky Puppy is seemingly at a loss for what to do for a whole month. Gee, Bill, if I had known that you felt that strongly, I would have turned the whole kit and caboodle over to you.

I certainly wish Chris well, and I'm looking forward to taking an issue off. It dovetails nicely with our long-awaited Unconvention 2002. I sincerely hope you will enjoy the next issue; I know I will.

Photos, anyone?

Last month, I put out a plea for a member to prep photos for the ***Bulletin***. I've already received one interesting. However, it's entirely possible that he may take one look at the Bat Cave, blanch and/or barf, and head for the hills, groaning and growling like a wounded bear.

So, if you are interested and have a reasonable amount of computer skill, think about volunteering. You would review and select photos, scan slides and photos as necessary, archive the results, file and/or mail back originals, prep a drawing or two, etc. The equipment and software are here, and are relatively easy to use. It is interesting work, but like all graphics, can be time-consuming. A few hours a month – I would guess five at first, with that number lowering over time – should do it.

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trains. I also found a number of others, but under much more prosaic names than the ones I heard back then.

For instance, local SC-8 is shown as leaving Whitehall at 10:45 a.m., heading for Rutland and then Granville, and due back home about 8:30 p.m. Or SC-13, leaving about 1:30 p.m. for Ticonderoga and Port Henry, and due back at 9 p.m. Or SC-2, leaving Green Island at 8 a.m. and running a circle via Troy, the B&M, Eagle Bridge, Castleton and Whitehall back to Green Island via the main line at 4:45 p.m. It had a connection, SC-12, leaving Rouses Point at 7 a.m. and arriving Whitehall at 1:45 p.m. (SC-2 was scheduled to begin its southbound leg from Whitehall at 2:25 p.m.). Or SC-9, another eastern train, leaving Whitehall at 5:30 p.m. for Poultney and other R&W branch points, due back to Whitehall at 2:45 a.m.

I remember all these trains, but the names were so much more interesting than the symbols. SC-8, for instance, was the "Hill Freight", and anyone who has followed the lines east of Whitehall knows why. SC-13 was, prosaically, the "Ti Job", since much of its work involved the paper factories at that historic town. SC-2 carried a world of heritage in the name everyone called it, the "Eastern Milk", and connection SC-12 was the "Northern Milk". Both trains in those days still carried some milk cars into Whitehall, which sometimes went south on SC-2, but sometimes on the passenger local (basically Train #4, although the number could vary by day and time of year) that originated in Whitehall and followed the *Laurentian* south on this more-populated part of the railroad. And SC-9 had perhaps my favorite name of all, the "Slatepicker", for the commodity it lifted from the area it served.

Surely there were (and maybe still are) equally evocative names from other areas of the D&H. I know I, for one, would be very interested to hear of them.

Then there's SC-6, as shown in this folder, which left Fort Edward at 9:15 a.m., arrived Lake George at 10:00 a.m., and left again at 10:25, returning to Fort Edward at 11:05 a.m. You'd have to have a passenger timetable, too, to know the name of this train, which wasn't a name at all. In the public time card, it appeared as Train 161 (to Lake George) and (usually) Train 162 on the return. It wasn't a freight train at all, but the morning passenger local, which ran mixed whenever (not, often) there was freight for Lake George. And while every other local in the folder is shown as serving at least one intermediate point, SC-6 is not, for the very good reason that the intermediate points, Hudson Falls and Glens Falls, generated more than enough freight business to have their own freight train service (although, since everything south of the Glens Falls city limits was within yard limits, those trains didn't show in the folder). So SC-6 truly didn't serve any intermediate points, only Lake George or the one sawmill siding at French Mountain, which the railroad undoubtedly considered part of Lake George. Just another one of the interesting things you can find out about railroading, if you have the right source.

Another point of interest is that some of the symbols in that folder still exist today, as we've seen many times in ***Bulletin*** articles, sometimes despite major changes in the railroad. Local P-1, for instance, which still serves the Scranton/Taylor area, in those days originated in Wilkes-Barre at 4:30 a.m. and ran to Carbondale and back, returning just before noon and showing virtually every station in between as a "station served". The more things change, the more they stay the same!

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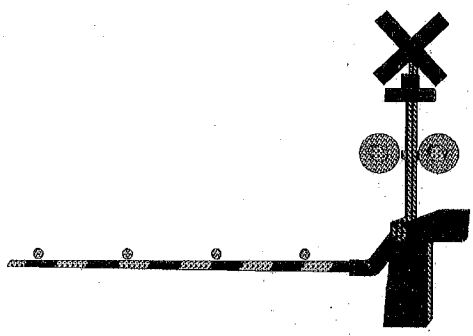

Bridge Line Shops

*by **Eric Schadow***

The purpose of this column is to keep members up to date on the videos, models, books, etc., that the BLHS has made, or will make, available to the membership. New items and even far-down-the-road projects will find their way here.

Order now before they're gone!

I am back this month with the long awaited (waiting for me) BLHS shirts. The shirt style is a golf/athletic staff shirt and is gray in color and are 50/50 cotton polyester. They feature the D&H script shield on the left pocket and the letters BLHS on the sleeve. The shirts are very nicely done by member **Joe Petaccio**, owner of JP's Tees.

The demo shirt produced by Joe several months ago has held up to several washings and has suffered no shrinkage. The shield emblem might need to be pressed after the first washing. The size Large fits me very well, so the sizes run large, as I usually require an XL size. Please specify the size needed on the order form attached to this issue.

The cost is $20 per shirt. NYS residents add 70¢ tax per shirt.

We still have the much-desired BLHS baseball-style hats available, too. The hats are $14, with a NYS resident sales tax of 49¢.

Turn-of-the-century timetable

Herb Insley has graciously donated to us a supply of a reproduction map/timetables. The timetable is from about 1898 and has ten pages; the map (on the reverse side) appears to be from just after the turn of the century, as it does not use the Canal Company wording. The color is yellow for easy reading.

The map is about 30 inches by 24 inches when unfolded; it shows other unimportant railroads, too, like the NYC, the PRR, and the Erie. The timetable has 10 panels and lists some stations that no longer exist. If you want to know where the D&H used to go, this is just what you need.

They are shipped folded, and they're only a $1.50 including shipping (plus 13¢ sales tax for NYS residents). If you want an unfolded (rolled) copy, contact me via snail mail or e-mail (see order sheet) for delivery charges.

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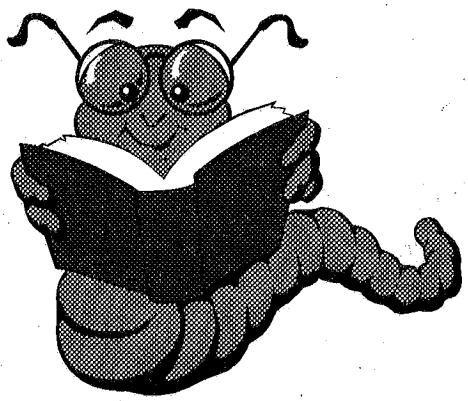

Media in Review

*From **Steve Wagner**:*

Railpace for June 2002 has a photo (by Jim Gale) of Delaware & Hudson RPO car 708 as recently restored by the Leatherstocking RHS. It reports that the group has bought ex-Canadian National S4 and S7 switchers for use on the Cooperstown & Charlotte Valley. They'll be numbered 3051 and 3052 - the last D&H S4 was the 3050 - and eventually will be painted in a black and yellow livery similar to the one D&H diesel switchers wore.

In the same issue **Jim Shaughnessy** has a photo of one Norfolk Southern and five Canadian Pacific locos powering a Guilford train across the Hudson at Mechanicville, and another of the BattenKill's two RS3's working together to haul fertilizer early in April. **Gary Schermerhorn** has a shot of CSX diesels at Selkirk in three different paint schemes, including the new "dark future".

The June *CTC Board*, like the May issue, features steam locos almost exclusively. There are plenty of photos of the East Broad Top's three-foot-gauge line in Pennsylvania, Rayonier's lumber railroad in the Northwest, and very American-looking steamers in Mexico. The Southern Pacific Daylight 4-8-4 repainted for the Freedom Train is another highlight.

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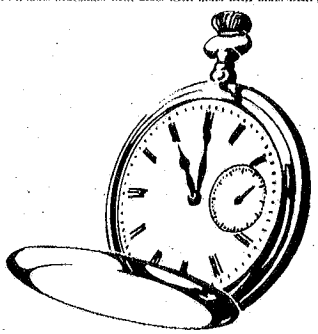

Luncheon Report from page 13

The ride down along the Hudson River is attractive. We have found some "scenic" railroads are just green tunnels through endless second-growth forests. But this line gives some good vistas of the river, which would have been even better had the weather not been so thick.

At Riverside, the nicely rehabbed depot eight miles down, most people got off. Many went into the gift shop and waiting rooms which had bathrooms and what was better, heat! I was surprised to see **Sue Vail** running the cash register here. She had also been working the gift shop at North Creek before our departure. I asked her if she had also been the engineer. It turns out she hails from Burke, near Malone up in Rutland country. I was wearing a Rutland hat, which immediately gave us something to talk about. At the stop I dashed to a nearby caboose/snack bar and bought a couple of cups of hot coffee for the return trip.

By this time the 5019 had run around the train and we were ready to return to North Creek. With no photo stops this went quickly. We arrived back at 1210 and everyone ran for their cars and the luncheon.

At the table we sat with **Joe** and **Joanne Durham** and their son, Dylan. Also at the table was **Doug Barron**, and the patron saint of track speeders, **Bill Kozel**, and his wife, Cindy. At the table behind me sat **Steve Wagner**, whom I met for the first time. (Later in the parking lot he sang us a couple of Harvard folk songs. Apparently the hillbillies of Cambridge write these things between classes. Is James Taylor less secure these days?) It was good to be able to attach more faces to the names in the ***Bulletin***.

After a hearty meal Jim and Barb introduced some of our columnists and then Tim Record, the General Manager of the Upper Hudson River Railroad. He took a little gentle teasing about the forest fires the train had started the previous week. The event ended with an excellent slide show by **Tony Steele** with many shots of D&H action now gone with the wind and with CP action red. By 2:30 p.m. the Inn manager was pushing us to shut down.

We had another banquet coming at 4:30 p.m. We left for home feeling very glad we came, and hoping for another such day with the D&H faithful.

We felt rushed, too. We had been told when we made the reservation that we had until 3:30, which gave us plenty of time. However, when we arrived, we were told that the next group, whitewater rafters, would arrive at 3:30. The restaurant needed extra time to clean and set up for the next group...BB

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The Railroad Archaeologist

*by **Scott J. Whitney***

Belated Greetings

As many of you have already noticed, my last month's column was curiously absent from these pages. Indeed I did write one and hit the send button, just as I always do. However, somewhere out there it was eaten by a cyber dragon or some such, as it never arrived in the e-mailbox of our illustrious publisher's office. If you are reading this, then you know I was successful this time around.

Out of hibernation

One thing that was all too true of the past couple months was that spring was not arriving on time. Just a couple weeks ago, overnight temps were still below freezing. Just ask the dozen or so soda cans that literally exploded inside the refrigerator on board our GMRC snack car!

With the arrival of somewhat better weather also comes a few special moves of both the freight and passenger variety. Vermont Rail System leased its VTR 801 to the good folks in Cooperstown for some work on the C&CV, while the Leatherstocking RHS secures the transport of its two "new" Alco switchers out of Canada. The need to replace the 801 has seen GMRC Alco RS1 405 come out of mothballs for the season. So far, her work has been split almost evenly between freight and passenger duties.

Virtual railroading

I bet you already suspect what this is leading up to...

I have discovered a fairly new computer program that has definitely turned my head. Most of you have already heard of Microsoft's Train Simulator. Trainz's new program is similar, and is definitely geared toward the computer geek who has no room for a model railroad at home, nor the desire to labor hour after hour building benchwork, laying track and creating scenery only to find out that "The damn thing is still too small."

Enter Trainz, a virtual model railroading program that allows you to create a vast empire of railroading right on your desktop. When I was introduced to the program, I did not have a computer at home capable of running it (it requires at least a 650 MHz machine with a fast video card with at least 16mb video ram), but thanks to a gracious individual and an E-bay bid on a video card, all that changed.

I reluctantly tried my hand at virtual modeling instantly and became hooked. My first project was to recreate the railroading within the city of Claremont, NH, where I have lived my entire life. However, once I found out that there is no size limitation on the virtual railroad that you can build, I went crazy. I now can run trains over a large length of Connecticut River Route main line, which extends from Westminster, VT to Bradford, VT. All station and yard locations have been faithfully recreated within the confines of my hard drive, right down to every last track they had. The yard at White River Jct. is especially impressive.

The Trainz program allows you to collect, and in some cases, redecorate various locomotives and rolling stock. While I have yet to tackle any D&H equipment, I have done GMRC in both present and past Rutland looks, as well as some B&M locomotives.

Unlike Train Simulator, Trainz is geared toward the modeler. You can indeed control a locomotive from the cab controls, but the operation is not as realistic as T.S. While the operation is lacking, Trainz makes it all up in the scenery, which is outstanding.

Since the program is fairly new, current selections for scenery and rolling stock are limited. All of that will quickly change as new items are brought forth at a rapid pace. For the western narrow gauge fan, there is already a DRGW 3-foot gauge locomotive and some rolling stock, as well as track.

You can try out the demo version of the program on line at auran.com/trainz.

If you don't ever hear from me again, send out a virtual search party...

Stormy

A massive set of thunderstorms cut short my writing the first part of this column. As a matter of fact, the entire column was lost when the power went out! I had to redo the whole thing. Several area railroads were affected by felled trees. On my way home from the shop, NECR train 323 was stopped in S. Charlestown, NH with a big one across the main line. The owner of the property where the tree came down actually had to come to our shop to notify us, and have us call NECR, because the tree took out his phone line. The call was placed just moments before 323 got there.

More Trainz

When I got home last night, a new announcement about the Trainz railroad program was available. It seems that all sorts of improvements will be coming out on July 1st. Among these will be the ability to save current status and also to be able to input actual route data from real railroads. I think this may be something similar to some Train Simulator features.

I also downloaded a bunch of new items, one of which was a pair of Acela locos. Having hauled the real ones over the VRS for delivery to and from Whitehall, it was a pleasant sight. I'm still waiting for more locomotives that I can repaint into D&H. Right now there aren't a lot of Alco's or GP's available, except for the switchers.

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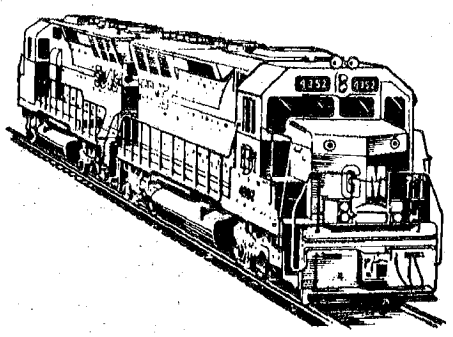

In Helper Service

(our additional volunteers)

On the railroad, helpers are those engines used to assist a train over a stiff grade, such as 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 go to: **Bob Bergevin**; **Mike Bischak**; **Norm Collins**; friends at CP/Soo/D&H; **Bob LaPorte**; **Doug Lezette**; Richard Stearns; **Warren Martin**; **Jim Shaughnessy**; and **Jack Wright.**

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Reminiscing

*by **Rev. Walter F. Smith***

Photo finish at Brockville

It was the Wednesday after the train ride and luncheon at North Creek, and the first sunny day after a run of cold, wet May weather. It had seemed more like November than May! My wife came home at noon from the city. I was finishing a sermon when she stuck her head in my office door and said, "Why don't we go to Canada and use this beautiful day?"

It was absolutely the best day we'd had in three weeks. I hustled onto the lawn mower and cut the grass. I was becoming afraid that something dangerous might take to hiding in it! By 4 p.m. all was done and we headed for the bridge at Ogdensburg.

We first made a one hour stop at the Thousand Islands Mall, where there is an excellent buffet of Chinese food. Well stuffed, we hit Via Rail at 1800 hours.

As we drove up, Train 47 from Ottawa to Toronto was in the station. It had one of the new GE P42's, conventional car 4108 as a parlor, and two LRC coaches. All of these conventional cars on Via have an interesting history. This Budd coach originally belonged to the T&NO, and came to Via by way of Southern Pacific and Amtrak. Via installed 2-1 seating and made it a First Class car. It isn't common for Via to mix the conventional and LRC equipment, but it's done when necessary. I have been waiting for my first sighting of the NightStar cars Via purchased from England, but tonight was not to be the time.

As soon as 47 was gone, Train 46 for Ottawa sailed in with P42 906 and three LRC cars. The P42's seem to have pretty much taken over the corridor trains here. By the end of the evening we had seen only one F40; all other Via trains had the new GE's.

At this point it was beginning to look like an all-passenger train night. Train 64 from Toronto to Montreal had 919, two conventional cars, and two LRC's. It being Wednesday, most trains had smaller consists. Train 67 from Montreal to Toronto had 918 and three LRC's, and Train 49 from Ottawa to Toronto had 900 and five LRC's.

The trains from Ottawa give plenty of warning, as they have to whistle for three major grade crossings. But trains from the east and west encounter no grade crossings, and are apt to suddenly appear without warning. I stood on the platform for long periods, but frequently returned to the car to warm up. The sun was shining but there was a stiff, cold wind from the west. The sweatshirt under my windbreaker was very welcome.

As I considered breaking off and going to see Mr. Timothy Horton to enjoy some of his coffee, headlights appeared to the east and a CN freight came past with 5618 and 5676, an SD70I and SD75I respectively, with a long manifest. He was moving so fast I found myself stepping back. In a lifetime of railfanning I have seen too many pictures of covered hoppers and tank cars tumbled end over end to feel entirely comfortable in close proximity to a freight train going 60 mph.

When two thirds of the train had passed, there was a blast of escaping air and the westbound ground to a halt across Perth Street. I ran to get my scanner out of the car. There was a long conversation between the DS and the hogger, and the conductor hit the cinders to see if he could find the problem. The engineer said he could not tell if they had derailed, but the part of the train in front of me appeared to be on the iron.

Train 66 from Toronto now entered the picture, and was told to ease by the freight and keep his eyes open. Perth Street is a major road in Brockville, and by now the line of automobiles stretched out of sight up the hill. Train 66, behind another P42, passed the freight on the south track and told the crew that everything seemed to be on the track. At last the conductor found an air hose separated between two lumber flats. By now another freight was approaching from the east, and offered to pick up the conductor and return him to the head end. But in the meantime a taxi had been called, and soon the stopped freight had enough air to pull off Perth Street amid a din of squeaking and banging.

The trailing freight now appeared on the south track with CN 5610, 5641, 5420 (an SD60F) and another huge manifest with many Maine cars off the Bangor and Aroostook, and a cut of nine consecutive center beam flats of lumber from Abitibi. Toward the end were a number of boxcars from CN's Illinois Central. These gray cars with white lettering are the ugliest paint scheme since Penn Central black diesels were mercifully painted by Conrail.

It was now growing dark and we were reaching the cutoff time for photography. I was kind of waiting for Via Train 69, the all-stops local for Toronto, which is the last westbound of the day. A low yellow appeared on one of the westbound signals, which means the yard lead was open. Headlights came in view to the east and a Maritime intermodal train came by with CN 2551, a C44-9W, and 5409, an SD50F. The containers, marked Ontario-Maritime, Sunbury, and Clarke, seemed to identify this train as originating in Halifax. He had hardly cleared when 4760, a GP38 appeared, pulling a single tank car. The yard lead had been left open for him. #4760 needs an early visit to the paint shop. You had to strain to see that it was a CN unit.

Via Train 69 was twenty minutes late, probably the result of the freight breakdown and resulting congestion. But he arrived at dusk with the only Via F40 we were to see, 6452 pulling four former Amtrak Budd stainless steel cars. This train seemed to do more local business than any of the others this quiet Wednesday evening.

Every train that passes lights up all the signals, and as 69 made ready to depart, I could see the signals were set up for another eastbound. Before I had reached the car, another Canadian National freight roared past with 2448 (a C40-8W) and 5409 (another SD-50F) with piggyback trailers and double stacks.

As I put the car in the garage at home, another eastbound was whistling. Train watching and picture taking are always good at Brockville, even if delays make it a photo finish!

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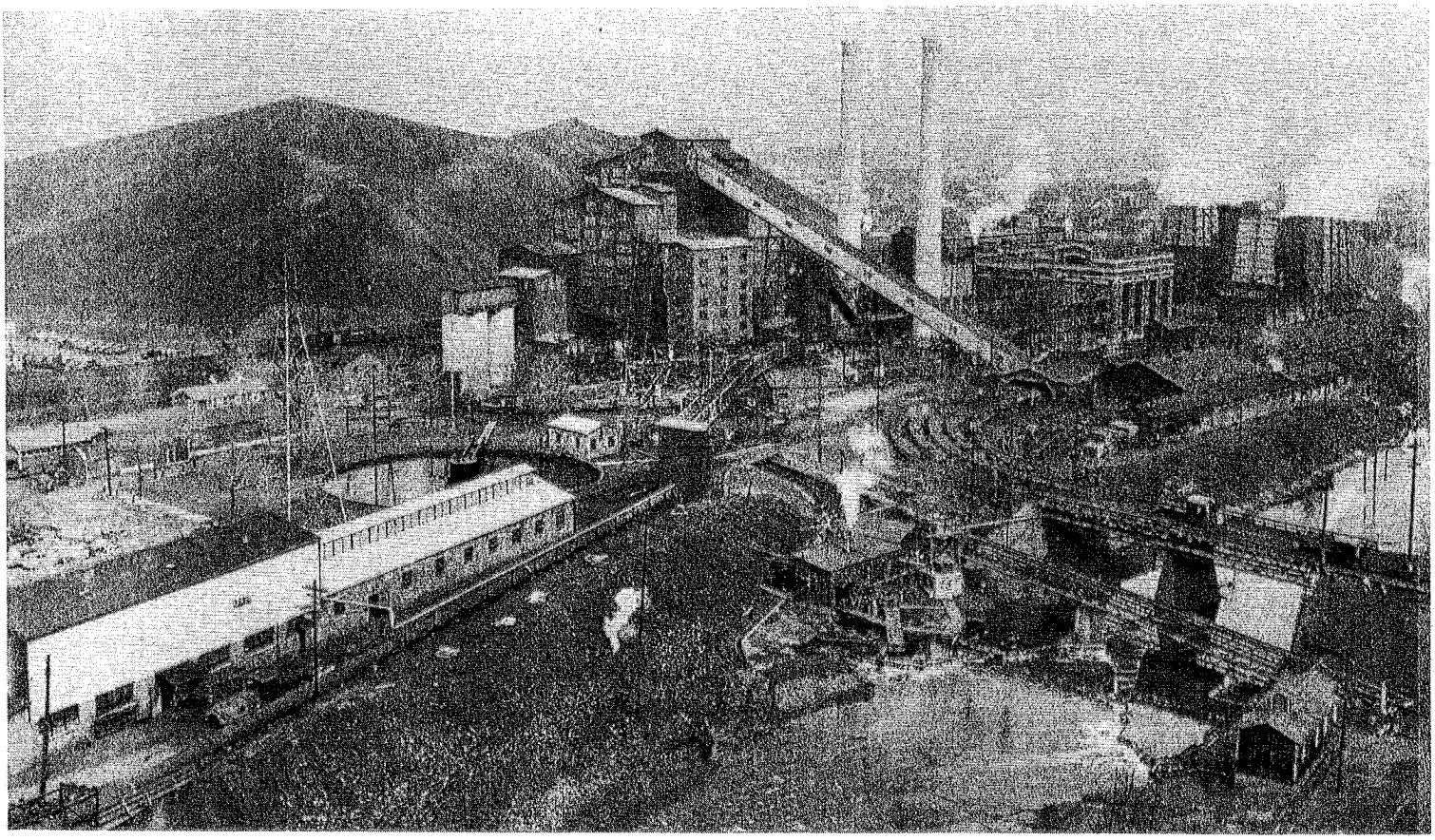
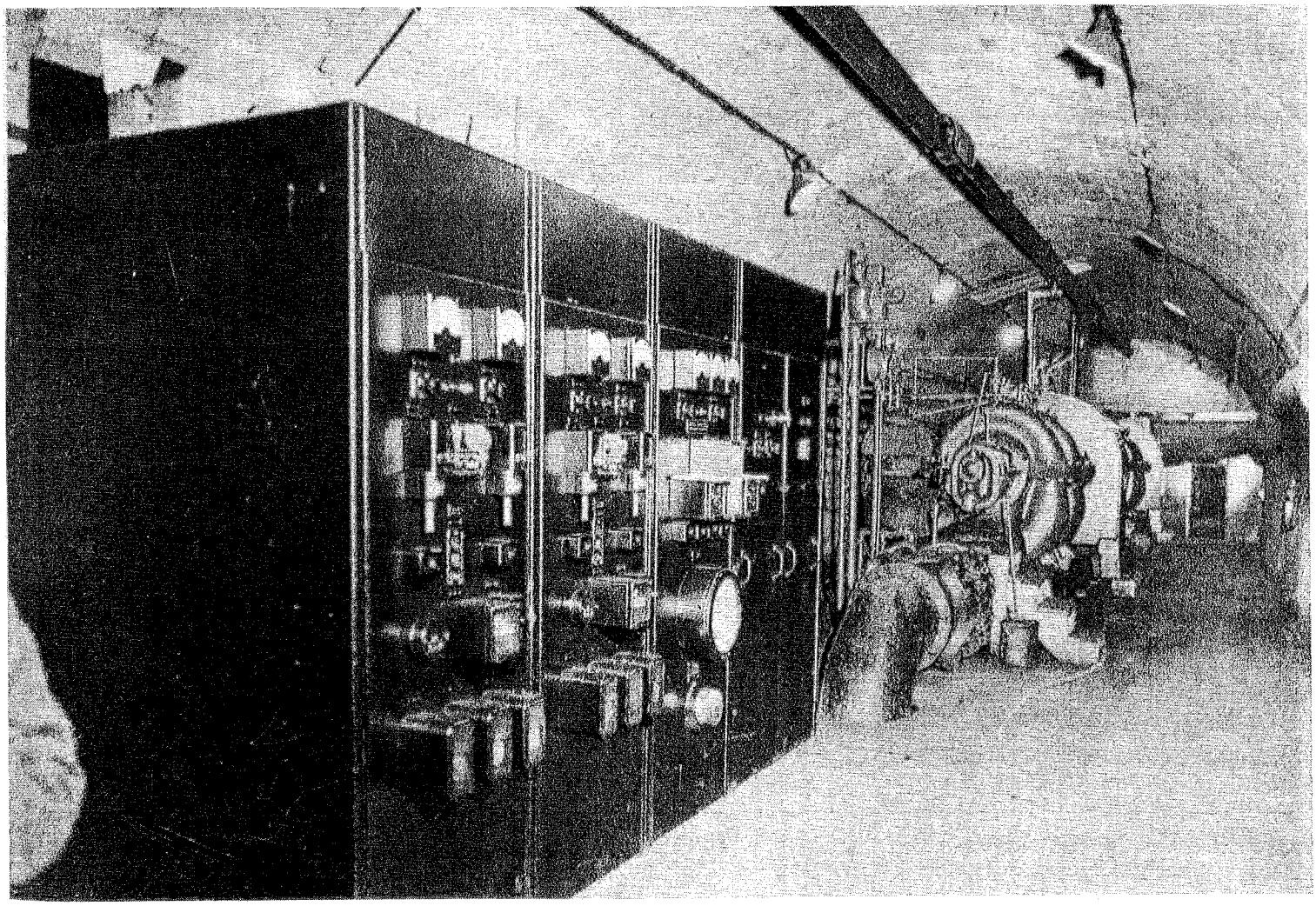
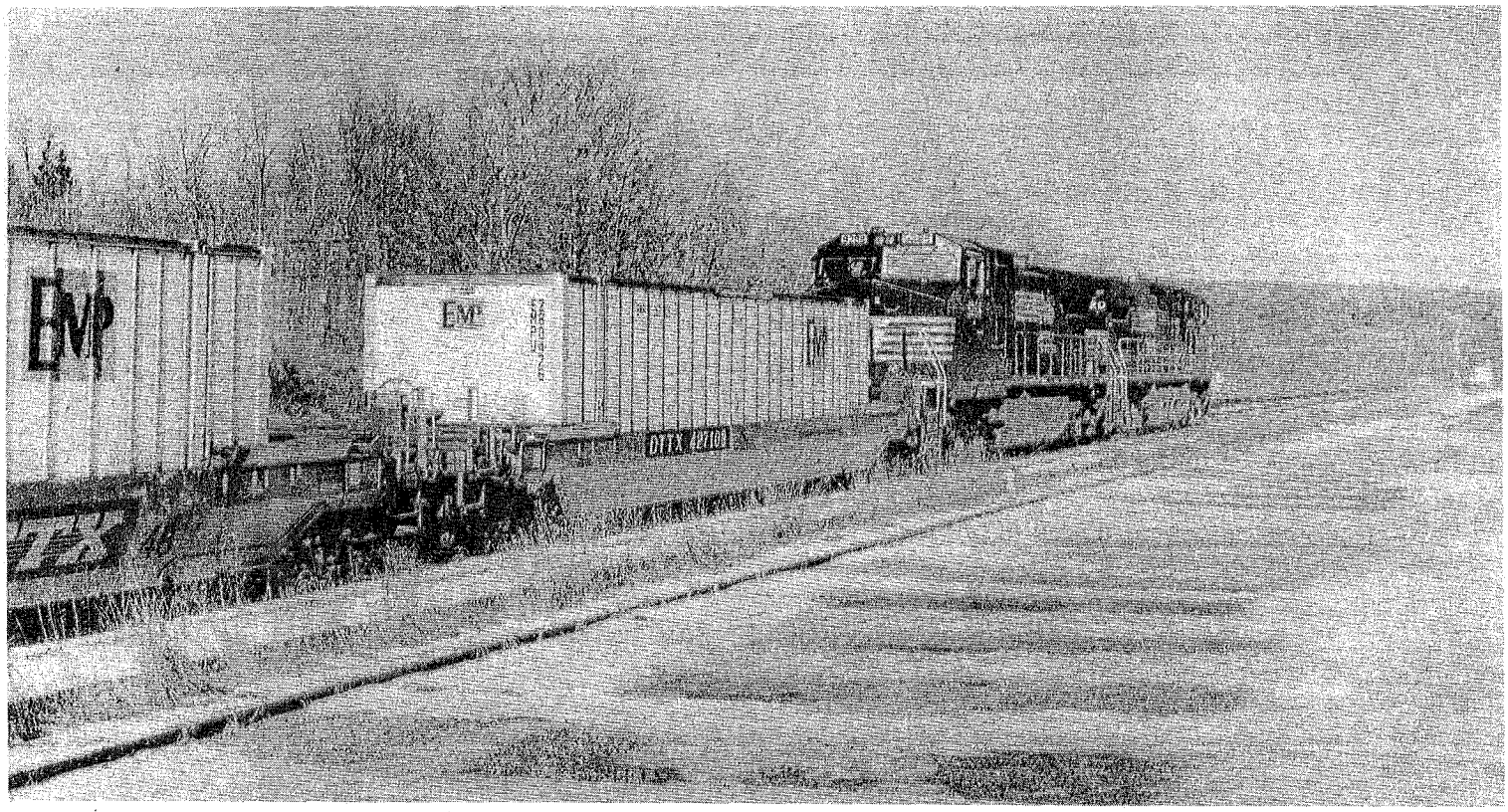
Photos on page 21:

Top: Last month, we ran an article on the massive pumping systems the D&H's Hudson Coal company employed to keep its mines dry. **Mike Bischak** dug up an official D&H photos to show us a typically massive anthracite colliery. This is the Olyphant preparation facility and power plant.

Bottom: This photo from the collection of **Mike Bischak** shows the power controls and pumps for the Dunmore #2 coal bed at the Marvine Colliery.



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405

Rolling Along the River

by Neal Burdick

At my feet are a couple of accessories not normally found in railroad locomotive cabs: a chain saw and a pair of major-league brush clippers. They're necessary equipment on the Upper Hudson River Railroad's runs from North Creek to Riparius and back.

Trainman Dave DeLorme, a retired high school business teacher, tells me the tools come in handy whenever limbs and assorted weeds impede the train's progress.

We're rolling along beside the Hudson River at maybe 12 mph. Even at that speed, locomotive #5019, still decked out in the dignified gray, blue and yellow of the erstwhile Delaware & Hudson Railroad, rocks gently from side to side, wheels squealing against the rails, its 1,800 hp diesel engine pulsing rhythmically.

This is the return trip. Earlier, we rode down from North Creek in an air-conditioned coach on this blistering August day. In front of the neatly-restored brick depot at Riparius, I've been welcomed aboard the 38-year-old locomotive by DeLorme and engineer Al Cameron for the upstream return run.

The tracks twist and turn ahead of us, two narrow ribbons of steel in a weed-filled right of way, the rock-strewn Hudson down to our right, sometimes invisible through the trees, sometimes an arm's length away. At Cunningham Curve, just before we pull into the North Creek station, the crew invites me out onto the gangway to snap some pictures. Two people are swimming in the river; on this hottest day of the year, DeLorme and I agree it's tempting to abandon ship and join them. DeLorme says it's common to see kayakers and rafters riding down the current.

Warm breeze blowing in my face, the scenery passing as it can only from a train, the airy whistle in my ears as Cameron announces our imminent arrival at North Creek station, I'm almost living out a boyhood dream - perhaps every boy's boyhood dream - to be a railroad engineer.

photos on page 22:
Top: A CP/D&H NS intermodal haulage train hustles northbound through Delanson, N.Y. on February 9, 2002. Photo by **Robert K. LaPorte**.
Bottom: Green Mountain ex-Rutland RS1 #405 runs around its *Green Mountain Flyer* passenger excursion train at Chester, VT, on August 31, 1996. That appears to be **Scott Whitney** at the controls of the Alco product. **Gary R. Schermerhorn** photo.

I could be Casey Jones, except that he was killed in action. Or maybe the engineer who 100 years ago last fall brought in the train that gave Theodore Roosevelt his first ride as president of the United States.

More on Roosevelt in a moment. Today, no presidents ride these rails (although Gov. George Pataki did visit not long before my ride), no passengers go from stop to stop on important business, no ilmenite ore comes rumbling down in 90-car freights from the now-abandoned iron mines at Tahawus. Like other stretches of track in the Adirondacks, this line has successfully been resurrected for vacationers out for a lark, or perhaps a taste of nostalgia. The Upper Hudson River Railroad, a for-profit corporation owned by one gentleman from New Hampshire and two from New York, has been operating trains on the 8.5 miles between North Creek and Riparius since 1999. In 2000, it was the Adirondack North Country Association's Business of the Year.

The line fairly oozes history. The trip begins when passengers board at the splendidly restored North Creek station, where the freight house has been turned into a ticket office/gift shop, and the passenger depot is a small museum that offers a heavy dose of "TR" as well as more local subject matter. The station complex, the oldest in the Adirondacks, is being recreated, courtesy of the not-for-profit North Creek Railway Depot Preservation Association, to appear as it did on September 14, 1901, when Teddy Roosevelt, standing on the platform in predawn chill, learned he was President.

And how did that come about? It's one of the classic Adirondack tales. A former governor of New York and then the U.S. Vice President, Roosevelt was on Lake Champlain when President McKinley was shot in Buffalo. Assured McKinley would be all right, Roosevelt - never one to pass up an outing - continued with his plans for a vacation in the Adirondacks.

But McKinley was not all right. He began to fail while Roosevelt was visiting the high peaks. Summoned from Lake Tear of the Clouds below Mount Marcy, Roosevelt hurried down the mountain and was conveyed by a series of wild buckboard rides - it's a wonder both the president and vice president didn't die that night - to the railhead at North Creek, where the D&H's fastest engine was steamed up and ready to highball. There, around 4:30 a.m., the man who would become our most conservation-minded President was informed that McKinley had succumbed and he was chief executive.

This is explained during a narration broadcast by the train's conductors while the river is hidden by thick forest. They also explain that the line was laid just after the Civil War by Thomas W. Durant, of transcontinental railroad fame. Durant and his son, William West Durant, were pioneer developers and tourism entrepreneurs in the Adirondacks; among their accomplishments was Blue Mountain Lake's Prospect House, the first hotel in the world to offer an electric light in every room. (It also offered a two-story outhouse, but that isn't mentioned in the narration.)

The tracks continued to terminate at North Creek until World War II, when the federal government extended them to Tahawus to gain access to ilmenite, the "impurity" that had helped ruin the iron mines there a century earlier, but had applications in the war effort and, later, the space program. But the ore played out by 1989, and there was no reason to run trains after that. The line went to seed.

However, Warren County officials, seeing the potential for tourism development in the part of their county that is not Lake George, won a federal grant to buy 40 miles of right-of-way and began casting about for an operator who, with government assistance, would bring the tracks up to code and run trains. Thus did the Upper Hudson River Railroad appear on the scene.

"We extend south to Corinth, and our goal is to fix up a few miles each year until we can run that far, and then to Saratoga Springs within five years", says general manager Tim Record, adding that he has $9.2 million from the state and federal governments to help accomplish that. He also expresses hope that trains will one day once again run north, farther up the Hudson and then along the wild and beautiful Boreas River. Record, a railroad veteran and former rafting guide, has been with the outfit "from Day One", he says, commenting that it took him "about 30 seconds" to accept when he was offered his job.

"The addition of the train has been a tremendous boost for the whole region", says Tom Odell, co-editor of the North Creek News-Enterprise. "Tons of people are coming into town to ride it, and that means more business for our restaurants, more foot traffic on Main Street, more guests in our inns and motels."

Tourist trains also have proven to be popular in Old Forge and Saranac Lake. It seems that historic railroad lines in the Adirondacks, once thought to be destined for the scrap heap, are undergoing a major revival, carrying what was at birth their primary cargo: you and me.

From the May/June 2002 **Adirondack Explorer**; collection of **Doug Barron**.

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Modeling Matters!

by ***Steve Wagner***

HO "World's Fair" coach sides

With encouragement and photos from member **Doug Lezette**, Dennis Sauters has produced Laser Horizon plastic sides for the Delaware & Hudson's ACF streamlined coaches, both as built c. 1939 and as rebuilt by Hoover Industries for the Adirondack c. 1975. They're designed for use with the Eastern Car Works #1300 Osgood Bradley (New Haven and Boston & Maine prototype) coach kit. Price is $15 per pair, plus 57¢ shipping from laserhriz@aol.com, 1529 16th Street NE, Canton, OH 44705-1670.

Doug has bought the sides for the rebuilt version and reports that they're beautiful: "Dennis really captured the feel of these cars, with their long line of square windows and semi-circular end windows."

According to Doug, the only HO trucks that match the ones used on the real cars are the old Central Valley #139, long out of production. He says they're often sold on eBay, but for more than $15.

Other Adirondack car sides

Laser Horizons now offers HO plastic car sides for all D&H smooth-side passenger cars: baggage cars 51-52, diners 41-42 and former Phoebe Snow coaches 31-34, as well as "World's Fair" coaches 202 and 204-206. The first three are made to fit Eastern Car Works core kit #1299. Doug reports, however, that Train Station Products is about to release core kit components for ACF and Pullman-Standard cars that are even better.

Modelers wanting to replicate pre-1974 D&H trains can use the ex-Phoebe coach sides as is, but would need to add "stainless steel" fluting below the windows of the baggage cars and diners.

D&H Challenger challenges

Member **Jeff Finch** is working on a Rivarossi HO 4-6-6-4, trying to make it a more accurate representation of a Delaware & Hudson locomotive. He reports that it needs a lot of changes. As of May 7 he'd put in between 20 and 40 evenings on the project. The model tender is about three scale feet too long. He's glad that he'll only need to remove rivets, not put new ones in! Jeff is also replacing the model tender's trucks, which have roller bearing journals, with ones with friction bearings from Bowser. He'll be moving the ladder to the other side of the back of the tender and changing the water hatches and steps. I hope that when he's finished he'll give us a detailed account of his work on the locomotive itself, as well as the tender.

Jeff is hoping to persuade Highball Graphics to make a set of HO decals for D&H steam locos.

Challenger tenders, yum!

(They're substantially larger than chicken tenders, too.)

BLHS'er **Dave Clinton** e-mailed me about the undersized tenders of the brass HO Delaware & Hudson 4-6-6-4's Key Imports offered in the 1980's: "When Key was informed of the undersized tender, they made good on the model and 'recalled' the tenders, replacing them with properly sized ones. This was free of charge, of course. The model was factory painted and, yes, the replacement tenders did match the locomotive paint. That was my concern, as I had purchased one. I still consider it a beautiful model. At the time, it was 'state of the art', with constant, reversing lights. At $550 it would be considered a bargain today! In those days the price was a 'hard swallow'."

Highball Graphics decals

The new HO decals for Delaware & Hudson RS2's and RS3's in the blue, gray and yellow lightning stripe livery, and for blue, yellow and gray or silver passenger cars look very good indeed. I've finally noticed that the shield herald for the nose is subtly different from the two for the cab sides. The two colors of all the shield heralds are printed separately; the blue part must be added after the yellow part has been applied. L-158, $5.

I don't think I've yet mentioned two other HO scale D&H sets. F-118 ($6) provides lettering for one yellow bay window caboose with blue lettering and graphics, one red one with the same herald in yellow, and two red ones with white lettering and the round Sesquicentennial herald. F-119 (also $6) provides white lettering for two 40 ft. boxcars with the smallish road name on one line and circular Bridge Line herald used c. 1952, and with the billboard road name on three lines and large herald introduced c. 1956.

Standard shipping in the U.S. is $2, Priority Mail $3.50, Canada $3, overseas $4. See mgdecals.com for more information. P.O. Box 57, West Ossipee, NH 03890. Phone 603-367-8637 between 6 and 9 p.m. during the week; fax 603-367-8821.

Other new decals from Highball are listed below.

HO and N "I Love NY" decals

Microscale has produced decals for the Delaware & Hudson's 50 ft. PS-1 boxcars reconditioned in 1982 with financial aid from New York State and painted blue and white with a red heart. The HO Mini-cal is #460-4384 and lists for $2.50; the N scale decal is #460-604384 and lists for $4.00. I don't yet know whether the N set will letter more than one car. The HO set looks very good indeed and includes the green Operation Lifesaver logos and blue and yellow NYSDOT heralds that were applied to some of these cars. The instruction sheet also invites modelers to join the BLHS!

Also reaching Walthers in May were decals for Canadian Pacific hood diesels painted from 1998 to the present, presumably in the "golden beaver" livery. HO #460-871152 lists for $5, N #460-601152 for $4.

Champ D&H decals

Long time O scale model railroader and printer Rick Meyer has issued his last Champion Decal catalog. He expects to be reprinting some decals over the next few months and selling what he has in stock for at least another year. HO Delaware & Hudson items still available include a hood diesel set with the most beautiful blue and yellow-gold D&H shield I've ever seen. They're printed "whole", in perfect registration. Champ also has D&H road name sets in white and in black and black decals for PS-2 covered hoppers with the circular Bridge Line herald. I don't like the script "The D&H" within the circles – it almost surely was based on the cartoonish drawings in the D&H's Annual Report for 1956, not on a herald applied to a real car – but it's easy to replace with a script herald from the black road name set. See minot.com/~champ for more information.

The only Champ D&H decals still available in O scale are the hood diesel and black road name sets.

New source of decals

The May issue of **Model Railroad News** mentions a set of blue HO decals for a yellow D&H boxcar available from a maker I hadn't heard of before: F&F Trains of PA. Set D2230 sells for $4, plus 50¢ S&H for each decal ordered. Other decals are for B&O Reading covered hoppers and for a Reading/Ironton RR caboose or tender. No S&H for five or more sets. 2536 Eastern Blvd., #505, East York, PA 17402-1924; fftrainsofpa@aol.com is the e-mail address.

D&H ACF baggage car

Late in May, George Elwood posted at his great railroad web site, dnaco.net/~gelwood, a photo of Delaware & Hudson 405, one of a group of streamlined baggage cars built in the 1950's to haul magazines. Dylan Cantrell photographed it and many other cars at the railroad museum in Monticello, IL, in April of this year. The car seems to be in beautiful shape, although the letters in the road name are heavier than the ones the D&H had used. (This car and several others went to the Gulf, Mobile & Ohio in the 1960's. Others went to the Missouri Pacific.) Because the car wears its as-built two-tone gray colors, I wasn't sure for several minutes while the photo was gradually appearing on my computer's screen whether it was black and white or color!

Because of their smooth sides, these cars should be a fairly easy scratchbuilding project for modelers. Of course, if one of the car side manufacturers would make the sides for us, the modeling would be even easier.

Atlas D&H hoppers in N and O

N scale fishbelly twin ribbed hoppers two new road numbers for each of two Delaware & Hudson paint schemes reached Walthers early in May. The boxcar red ones with minimal lettering from the 1940's apparently sold out quickly, the black ones with the large road name from the mid-1950's and 1960's a few days later. They list for $12.95 each.

Two-rail Atlas O-scale D&H hoppers in the old red paint scheme got to Walthers about the same time. There are supposed to be four road numbers, listing for $52.95 each. Three-rail hoppers in the same livery were expected by mid-May, at $49.95 each.

HO Megow D&H cement car

This kit for a covered hopper car is a real oldie that was advertised on eBay on May 23. I'd never seen a reference to it before. The would-be seller wrote that it probably dates to the late 1940's or early 1950's, with paper sides, wood roof, sheet metal body, and zamac castings for the ends, underframe and various other parts. I think the sides have an embossed outer layer of aluminum foil, as many of Laconia's kits from the 1950's did. Decals provided lettering for the D&H (and at least two other roads), but are probably too old to be useable. The minimum first bid was $22; the "Buy It Now" price was $30.

High-hooded Canadians

Hobbycraft Canada has noted on its web site that all the models in its first run of HO RS10 and RS18 locomotives will have high short hoods. That may perhaps help to explain why none of the RS18's will be wearing the CP Rail liveries that some wore while working on the D&H in the 1990's, as distinct from older Canadian Pacific paint schemes. I certainly have seen photos of Action Red CP Rail MLW's with high short hoods, however.

An offering on eBay of D&H maintenance records for CP Rail RS10 8480, leased in late 1976 and 1977, shows that at least one such locomotive ran on our favorite railroad long before the Canadian Pacific bought the line. Unfortunately, the loco wasn't numbered the same as either of two models scheduled for the first run.

New HO GP38's and GP40's

Atlas announced these new locos on May 7. Low nose early version GP38's will come painted for the Bangor & Aroostook (solid blue with yellow lettering). High nose early version GP38's will wear Southern's "tuxedo" livery. Low nose later version GP38's will come painted for CP Rail (with large multimarks), Chessie System (with B&O, C&O and no subletter-ing) and Pittsburgh & Lake Erie. Low nose GP40's will be painted for Chicago & North Western (green and yellow), Denver & Rio Grande Western (black with large orange road name) and Milwaukee Road (orange and black). High nose GP40's will wear Norfolk Southern's black with white. Undecorated units of all types will be available. Each model will have a DCC decoder and will list for $129.95. They're expected in September.

Note that the CP Rail GP38's are separate from the special run being made for Hobbycraft Canada and presumably will have different road numbers.

The P&LE units will be black with large yellow initials on their sides, yellow cab doors and smallish plain initials on the front of the short hood. Locos wearing that livery ran over the D&H and the B&M, especially on coal trains; Tom Trencansky photographed the 2026 and 2040 at Binghamton in December 1987 heading a unit train bound for the Mt. Tom power plant near Holyoke, MA. (The numbered Atlas models are 2025 and 2028.) Other engines from "the Little Giant", including at least one GP38-2 and some U28B's, also hauled freight on "the Durable & Husky".

NYC bay windows in HO

A fellow participant in the Atlas Forum directed my attention to a kit maker I hadn't heard of: Wright Trak Models. Gary Wright has already produced HO resin kits for a Southern remote control radio car and – doubtless of greater interest for many modelers in the Northeast – for a New York Central System Lot 782 bay window caboose. The real cabeese were first built in 1949 by the NYC's Despatch Shops in East Rochester.

The Penn Central called this type class N7. Some lasted long enough to serve Conrail. The Illinois Terminal also had some hacks of the same kind; they went to the Norfolk & Western when the ITC did.

I'm trying to confirm whether any of these cabeese bore the P&LE's reporting marks in the pre-Perlman era and/or wore the very fancy herald used on some shorter bay-window cabooses painted yellow after that line became independent. Some of those apparent shorties had the same kind of bay window as the Wright Trak kit, and could presumably be kitbashed from it.

The NYC kits include one-piece bodies, Kadee running boards and brake wheels, Tichy trucks, and Details West and Tichy brake parts. They're available without decals for $32.95 and with decals (for "brown" NYC cars, with the oval heralds to follow later, for Jade Green cars, or for Penn Central) for $36.95. Shipping is $5 for one kit, $7.50 for two or more. Write 886 Rocky Branch Road, Clarkesville, GA 30523, or go to wrighttrak.com for more information, including photos.

Wright Trak expects to have an HO kit for an Atlantic Coast Line class M5 steel caboose (later used by the SCL and the Family Lines) early in June and HO kits for Southern Railway bay window cabeese (both as built in 1952 and as rebuilt 1968-1970) in August. The ACL kit, at least, will include Plano etched metal running boards, end platforms and steps, two different cupolas, and a complete interior kit.

Walthers HO wood cabeese

Late in May, walthers.com posted photos of most of the 30 ft., 3-window, offset cupola wood cabooses coming from Walthers. They and photos at dnaco.net/~gelwood and in books make it clear that the models replicate a series of Grand Trunk Western hacks. The web site also indicated that the models were expected June 21.

All of the railroads for which Walthers has painted these models did have wood cabooses with offset cupolas and three windows on at least one side. However, most had curved roofs, and the main roof on the model is a freight car type; i.e., a straight slant on each side of the centerline. And several had cupolas quite different from the model; the New York Central, for instance, was notorious for very low, squat-looking cupolas.

Bringing up the rear – again

Walthers will be late with another group of models. HO wood cabooses with centered cupolas and two windows per

side, undecorated and in three Chesapeake & Ohio paint schemes, had been due May 28. A few days before that, walthers.com relisted them as expected early in July.

New Blueprint boxcars

The first HO 40 ft. boxcars with 7 ft. doors in Branchline's Blueprint series reached the market early in May, lettered for the Buffalo Creek (with the famous flour bag inside a circular herald) and the Lehigh Valley (marked as built by Bethlehem Steel, though presumably in Johnstown, PA, not along the LV at Bethlehem itself). A kit for a Southern car with 8 ft. doors (marked as built by Pullman-Standard's plant in Bessemer, AL) arrived at the same time. These are all boxcar red; the BCK car has a silver roof and black ends, the LV car a black roof. The next two cars with 7 ft. doors were a dark green Toledo Peoria & Western (yellow "Links East and West" and a red and yellow diamond herald) and a boxcar red Western Pacific with the classic Feather River Route herald. All are $14.98. The first 50 ft. boxcars with welded sides, lettered for the Kansas City Southern, were in stock by May 21. The next three – Atlantic Coast Line ("Thanks for Using Coast Line"), Lackawanna (Phoebe Snow) and Norfolk & Western (large road name and "hamburger" herald) – are due by May 29.

Spelled backwards

A belated posting of the paint scheme for the Gulf N-scale 11,000 gallon LP gas tank car expected from Atlas in July shows the traditional orange disk emblem that the company used right through the 1950's. All four Gothic letters on it were capitals, as were the blue Roman ones applied to the service station building. That enabled members of the HO railroad club in Camden, New Jersey back in the early 1960's to build a "FLUG" gas station. I don't know whether they decal-bashed the lettering on some tank cars, too.

"Gulf Oil Corporation" and "Gulf Refining Company" sound as if they were based in Louisiana or Texas, but the corporate headquarters was actually in Pittsburgh, PA, and they sold plenty of gasoline in the North. For many years they, like Alcoa, were controlled by Andrew Mellon (of the same family as Timothy Mellon who owns Guilford Transportation Industries, but of an earlier generation).

HO "State of Maine"

InterMountain expected to ship built-up versions of 50 ft. PS-1 in this famous red, white and blue Bangor & Aroostook paint scheme May 20. Their doors (one per side) may not be quite wide enough to replicate those of the real cars, but I expect that they'll be beautifully painted and lettered. The paint scheme dates back to the 1950's, the prototype for these particular cars probably to the 1960's.

Less colorful BAR

The Eastern Maine Model Railroad Club's latest custom decorated HO car, announced in May, is a 40 ft. Athearn steel boxcar decorated as a BAR LCL merchandise car from the 1960's. It's tuscan red with all white lettering, including the traditional herald and very large reporting marks and number. Two different car numbers are offered, at $12.95 each or $24.90 a pair. Shipping and handling is $4.50 per order (not per car) within the U.S., $5.50 (U.S.) to Canada. P.O. Box 745, Blue Hill, ME 04614. See emmrc.freeyellow.com for a photo of the model and more information.

The club's announcement added that several of its earlier special HO cars are still available. Among them are the yellow Pullman-Standard 5344 cu. ft. boxcar repainted from Lamoille Valley to Bangor & Aroostook ($17.95 for one, $34.90 for two) and a Claremont & Concord tank car ($15.95 each, $31 per pair). The newsletter also sadly noted that the real BAR is about to disappear into the new Montreal, Maine & Atlantic, the successor to Iron Road Railways.

More HO PS-1's

Kadee announced three new ready-to-run Pullman-Standard boxcars on May 15. Walthers #380-4906 replicates Buffalo Creek 2170, a 40 ft. boxcar red car with black ends and galvanized roof and 7 ft. 5-panel Superior doors; its doors and lettering differ subtly from those of BCK 1001, previously offered; it lists for $29.95. 380-5112 is a Seaboard 40 ft. car with 8 ft. Youngstown doors, built in 1951 and shopped in 1966, $28.45. 380-6713 is a 50 ft. double door Rock Island car lettered as built in 1960, $28.95.

Heroic goats

In mid-April Accurail announced a limited run three-pack of HO Great Northern 50 ft. combination door boxcars. Each car is Glacier green (including the plug door on each side) with a cartoon "Rocky" and red conventional doors. Two have the road name in white, one in red. Walthers #112-3358, $32.98 list.

Accurail is reissuing many of its cars with new road numbers; see accurail.com for particulars.

More Atlas HO and N tank cars

On April 16 Atlas announced three new paint schemes for its 17,360 gallon tank cars, and two new road numbers for each of the eight schemes previously released. The new liveries are SHPX (black "plain Jane", built 1998), Olin-Mathieson (black with small names, 1968) and Simpson Lee Paper Co. (blue with large name and logo, 1975). Rob Pisani of Atlas reported on atlasrr.com that "all stenciling reflects the cars as built". HO cars will list for $22.95 and are due in September; N scale cars will list for $16.95 and are expected in October. HO undecorated cars will list for $19.95, N scale ones for $11.95. The real cars were designed primarily to haul chlorine and were built beginning in the 1960's.

HO Dash B40-8's

On April 30 Atlas announced four new paint schemes for these exquisite models of GE locomotives built in the late 1980's. They are BC Rail (blue and silver), ex-Santa Fe with BNSF initials on the cab (blue and yellow), Conrail Quality (blue) and ex-Susquehanna with CSX initials on the cab (yellow and black). The BC Rail units (B39-8's) and the Conrail Q's will come in two road numbers and one unnumbered unit; the "patch jobs" will come in two road numbers. Apparently only the BC Rail engines will wear identical liveries; there will be variations in the Conrail Quality herald, the size of the BNSF initials, and the color of the CSX ones. The locos will be equipped with new, four-function DCC decoders and will list at $139.95 each. They're due in September.

B40-8W's and B32-8HW's in N

Also announced by Atlas May 7 and due in September are N scale B40-8W's painted for the Santa Fe, the BNSF and Santa Fe partly repainted BNSF, plus Amtrak B32-8HW's in the "Pepsi can" paint scheme. Expected in October are B40-W's in the BNSF Premium Heritage livery and B32-8HW's in Amtrak Phase IV and Amtrak California paint. There will also be several types of undecorated units. Some of these locos will have standard cabs, others gull wing cabs. See atlasrr.com for more details. Locos with DCC decoders will list for $129.95, those without for $99.95.

New Genesis SIECO boxcars

On April 16 Walthers posted new road names for Athearn's HO preassembled models of SIECO 50 ft. boxcars in its top-of-the-line Genesis series. They are Apalachicola Northern (presumably yellow with dark blue and silver "Port St. Joe Route" herald), Bay Colony (gray with yellow and orange stripes and a sea gull herald), Florida East Coast, Minneapolis Northfield & Southern (blue with huge red initials), New Orleans Public Belt (a "plain Jane" repaint) and Raritan River (bright red?). Walthers

expects them July 15; list price will be $23.98 each. The first Raritan River car actually showed up at Walthers by May 24.

HO ONT boxcars

In May Central Hobbies of Vancouver, BC announced that Canadian Hobbycraft would be offering a special run of Athearn Genesis SIECO boxcars painted for the Ontario Northland in twelve road numbers, due in October with an estimated list price of C$24.99 each. The models will be "not exactly prototypical but very close". Based on photos at dnaco.net/~gelwood, I'm guessing that they'll differ from the real cars mainly in having different ends and one more rib on each side of the door. They'll presumably be blue with yellow ends and mostly yellow graphics, including an abstract herald that reminds me unpleasantly of the logo of Hitler's notorious SS. I'd be happier myself with an ordinary 40 ft. car lettered with the railway's old name, Temiskaming & Northern Ontario.

Out of the waycars

The Ready-to-Roll HO cars offered by Athearn this spring include several new versions of the venerable ATSF standard steel caboose. One is a Santa Fe Christmas special, painted mostly white with a fake brick chimney, a Santa Claus face and other seasonal decorations. A Santa Fe safety car wears the late 20th century bright red with huge yellow herald, plus a safety herald. Judging from the photos at walthers.com, several windows of each – not the same ones, either – have been blocked. Other paint schemes include the beautiful Aspen Gold and silver of the Denver & Rio Grande Western, which really did have some cabeese of similar design, and a yellow CP Rail van with multimark that also looks quite good. List price is $12.98 each.

Special lettering

Many of Athearn's Ready-to-Roll cars have striking paint schemes and/or unusual graphics. One such is the Plexiglas Center Flow covered hopper, which has Rohm & Haas and Pioneer logos as well. Unfortunately, it also touts "opitcal quality... molding resigns". How about some proofreading, guys!

More Imex HO trucks

Imex announced a large number of new trucks in May, some of which Walthers expects in June and others at an indefinite future time.

Perhaps the first to be released will be pale mint green U.S. Forest Service vehicles with the Ford and Peterbilt truck cabs already used on many of the firm's models.

Two new International types are being made: a KB-8 model that looks something like a 1953 Ford and a CO190 cab-over-engine type. These will be available as separate "tractors" and with 28 ft and 36 ft. semitrailers, some decorated for the Railway Express Agency, some for several railroads for which Imex has painted trucks (including NYC in red and gray Pacemaker colors), and some representing other shippers, including familiar ones such as F.W. Woolworth's. Smaller trucks will list for $6, trucks with semitrailers for $12.

Coke cars...and trucks, and signs

In May Athearn announced an agreement with Coca-Cola that will allow it to produce numerous HO models linked with the popular soft drink. They will eventually include trucks, railroad cars and billboards.

Half a dozen trucks, all based on Ford C series COE's, which were made beginning in the late 1950's, are expected this summer. Two stake beds, each carrying a vending machine, will list for $16.98. I'm guessing that the all-red one (#140-8200) has newer graphics than the white and red one (-8202), because it wears the reverse curve added to the script Coca-Cola in recent years. Four box vans will list for $15.98. My guess is that the oldest design is on -8201, which features the script name and Coke bottle in front of the red disk. The -8202 is yellow with a six-pack of Coke bottles and the Sprite boy; the -8203 is white with a large logo with the reverse curve; and the -8205 has polar bears. (We who live near Worcester know that Polar Beverages was using Orson the polar bear on its bottles decades before the Coke people ever added bears to their ads.)

Six billboards are also due this summer, list $10.98 each. Doubtless the oldest design is 140-8252, "Drink Coca-Cola from a bottle through a straw", illustrated with a young woman in a "picture hat", and the next oldest (1920's or 1930's) is called "city scene". "Acrobat" (-8253) reminds me of the 1940's or 1950's; "Beach Scene" (-8254) and "Cowboy & Horse" (-8255) look like ads from the 1950's or early 1960's. "Bottle in Snow" is harder to date, but since the bottle has the script Coca-Cola on it and the caption is "Have a Coke", it must predate the company's abortive attempt a few years ago to sell two different formulations as Coke and Coca-Cola Classic.

I really would like to get the wonderful billboard with Santa Claus wearing an engineer's cap, but it's not listed, at least not yet. I'd also like to see models of the modest-sized trucks with several doors per side that carried wooden cases of Coke in the 1950's, not the much longer modern equivalents.

Vans that aren't cabeese

Canadian Hobbycraft expects three Athearn HO box van trucks in July, one each lettered for Eatons, Sears (the largest retailers in the erstwhile Dominion) and Coca-Cola. The Central Hobbies web site announcement notes in boldface regarding the last mentioned item, "This vehicle is made for sale in Canada only and may not be exported to any other country." Well, excuse me! Has somebody in Ottawa or Atlanta swallowed too many carbon dioxide bubbles?

Deere Athearn

Athearn's collaboration with John Deere is bringing us more HO models. By late May three billboards of different eras (each listing at $9.98) had reached the market. Expected this summer is another, for GP tractors, plus one advertising the Model B that comes with a model Model B tractor ($14.98). Also coming are a "50" series tractor ($5.98), two Ford C cab-over vans with box bodies bearing different advertisements ($14.98), and Ready-to-Roll 40 ft. flatcars painted for the Rock Island and the Milwaukee Road, each carrying two Model B tractors, listing $17.98. Two tractors sounds like a light load for a flatcar, even one just 40 feet long.

A review of Athearn's John Deere Model B in the May **Model Railroad News** noted that the styling of the tractor in the late 1930's was done by Henry Dreyfuss. He was the same designer who produced the famous New York Central streamlined Hudsons. The reviewer says that other characteristics of the model show that it's patterned after the late styled tractors produced between 1947 and 1952.

O scale Dashing Commuters

Atlas O has added another road name to those included in the first run of its two-rail and three-rail Alco RS1 road switchers: the Long Island. The locos will be dark gray and orange, with the famous "Route of the Dashing Commuter" herald, yet.

O scale U-Hauls

Atlas O posted a "Guess the New Product" contest on its web site in April. Based on the very first clue, I'm almost certain that the answer is "U-Haul vans". HO modelers have been able to get them from both IHC (with the individual states' designs reproduced on stickers with very obvious film) and Con-Cor (very nicely printed). I don't think the move-it-yourself trucks have been offered in 1/48 scale before.

Bombs away!

Athearn also expects to offer its first all-new passenger cars in decades this summer: HO models of the oddly shaped double deck commuter cars built by Bombardier. The first ones went to GO Transit for service in the Toronto area in 1977. Others have been used by Tri-Rail in South Florida, Metrolink in the greater Los Angeles area, Coaster in metropolitan San Diego, West Coast Express serving Vancouver (BC), Sounder in and near Seattle, Trinity Railway Express in the Texas Metroplex, and Virginia Railway Express.

Athearn's first run will come undecorated and painted for GO Transit and Metrolink. Cab cars and coaches will each list for $29.98; sets of one cab car and two coaches (with different road numbers) will list for $79.98.

I wouldn't be surprised if these models sell better in Canada than in the United States. Bombardier's first big business was making snowmobiles.

Regardez!

What had looked to me in a prototype photo at mgdecals.com (the Highball Decals web site) as the "head" on the "glass of beer" on a Rohm and Haas tank car actually is the words "petroleum chemicals" in white, clearly legible on the HO decal. I still think that from a distance the logo looks like "Beer World".

Another recent Highball decal is for Erie Lackawanna 50 ft. boxcars with one plug door and one regular door on each side. The HO set, F-184 ($6) does two cars; the O scale decal, FO-184 ($10), does one. My guess is that the commercial models most closely resembling some of the real cars are the ones made by Accurail (which plans eventually to paint its "50 ft. combination door boxcar" for the EL itself).

Highball's latest decal is for Canadian National Operation Lifesaver Point St. Charles cabooses. The steel cabeese, for which Sylvan makes resin kits, are white with black roofs and mostly red lettering, mostly French on one side and mostly English on the other. F-185, $5 ; each set does one car.

Cool cars

On May 28 Atlas announced a new run of its N scale 40 ft. wooden refrigerator cars. The paint schemes, all of which have already been painted on Atlas O models, are Blatz Old Heidelberg (yellow and red), Erie (yellow), IGA Food Stores (yellow, red and blue), Kraft Phenix Cheese (orange, blue, red), North Western (yellow and green) and Tivoli Beer (green, white, red). The colors listed are the most conspicuous ones; most if not all of the cars have boxcar red ends and roofs. Most of the liveries date from the "billboard era" that was ended by the U.S. government in the 1930's, but the Erie car is plausible for a later period and the North Western cars ran into the 1960's, at least. These cars will have truck-mounted AccuMate couplers. Undecorated cars will list for $9.95, decorated ones in a range somewhere around $16.95. They're due in September.

HO and O milk car decals

On March 24, Highball announced new decals for 50 ft. wood milk cars used by two New England dairies. F-182 has heralds and lettering for two HO United Farmers' Creamery Association cars, with two circular white heralds per side, and gold General American Pfaudler Corporation lettering and reporting marks. These cars carried milk from northern Vermont. The set sells for $6. FO-182 will do one O scale car, $10. F-183 is for two cars serving White Brothers in North Quincy, MA; the firm's name and a herald featuring a baby are red and white. FO-183 is O scale; same prices as United Farmers'.

New Atlas O switchers

On March 6 Atlas O announced a new run of EMD diesel switchers in undecorated SW8/SW9; Nickel Plate Phase 1 SW8; Reading SW900m (olive green); Central of Georgia Phase 1 SW9's in both the delivery livery and the tuxedo scheme; and Susquehanna Phase 1 SW9 in the bumblebee scheme. Each of these will list for $249.95 two-rail and $349.95 three-rail (with Lionel TrainMaster Command including RailSounds). A Raritan River SW900 will cost $10 more. They're supposed to be coming in June.

More Atlas O double-plugs

Atlas O is reissuing its Evans 53 ft. boxcars with two plug doors per side in four new paint schemes. Aloha Shakes (for wood products, not tropical fruit drink mixes) is dark green, Chicago & North-Western yellow, Illinois Central (color?) and Missouri Pacific boxcar red.

Fords in our future

On March 22 Atlas announced it would be offering Ford Taurus autos from Atlas in HO and N scales in July. They'll come undecorated ($5.95 list in HO, $7.95 for a pair in N) and painted ($8.95 HO, $11.95 per pair in N) in Moonlight Blue, Medium Willow Green, Charcoal Gray, Rose Mist, Toreador Red and Vibrant White. These are 1996 colors.

News from Ft. Washington

The East Coast Hobby Show near Philadelphia late in March didn't produce much in the way of new product announcements. The Kato representative, however, denied rumors that his firm was getting out of HO. Trinity 5161 cu. ft. covered hoppers for grain should be coming from both Athearn and LBF this summer. Athearn plans a Union Pacific Desert Storm locomotive and SD70's with conventional cabs. An Athearn rep gave an affirmative answer to a modeler's question as to whether the firm would be expanding its Ford C series line to include fire engines and other trucks. A man from Life-Like said that the RS18's are a strictly Canadian project; my second-hand interpretation is that they may be a bit difficult to obtain in the U.S.

...and elsewhere

A participant in the Atlas HO forum said that he'd heard, on good authority, that Walthers would be producing additional Budd passenger cars, including dome cars and observation cars.

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South End Report from page 15

gotten very congested, with the students crossing tracks, trains parked, trains running, trolleys, etc. I can't wait for Steamtown NHS to throw their wrench into the works when they start excursions. And then they're still talking about commuter trains to NYC!

LCRA track work

As of late May, the Lackawanna County Railroad Authority's Pocono Main Track was being swarmed with track equipment and crews from RJ Corman Railroad Construction. Actually, the track they are rehabilitating is the siding that parallels the main between "Ridge" and "Nay Aug". From my observations, it looks like they are replacing about a third to half the crossties, and the track is of course getting fresh ballast, alignment, tamping, etc.

It does not appear that the bridge for this track in Nay Aug gorge near the tunnels has had any work done to it yet. Since the crews are working right up to both sides of the bridge, and since LCRA doesn't do anything just halfway, I would assume the bridge will be brought up to standards as well. This means trains could once again meet in Nay Aug tunnel after so many years (20+?) with just one track in service.

It amazes me to see all the track that LCRA has rehabilitated. And, just five years ago D-L was operating only two local freights daily at the most. It's amazing what 5000 carloads of grain annually will do for a railroad that was so close to being ripped up many years ago.

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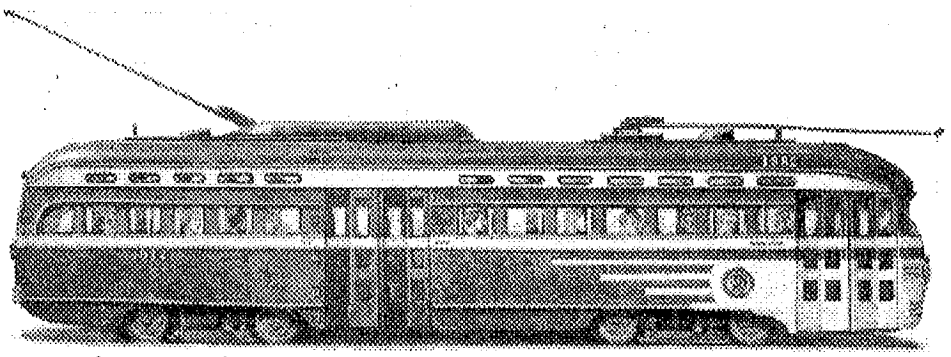

Traction Action

*by **Dick Silber***

Public transport ridership up 2% in 2001

For the sixth consecutive year, ridership on public transportation reached a record high. In 2001, ridership was up by 2% to a total of 9.5 billion. Last year, public transportation use grew twice as fast as car use (1%), and has grown faster than any other mode of travel over the past six years.

Modes of transportation showing the largest percentage increases for ridership in 2001 were demand-response/paratransit (*handicapped and/or on-demand buses...JB*) at 7.6%, light rail at 3.5%, commuter rail at 2.3%, and bus systems at 2.1%.

Some of the highest ridership gains for multimodal systems include the Los Angeles County Metropolitan Transportation Authority (15%), Denver's Regional Transportation District (6.7%) and the Washington Metropolitan Area Transit Authority (5.9%). **Metro** Magazine

Top 10 rail fleets

MTA New York City Transit	6,543
Amtrak	2,188
Chicago Transit Authority	1,190
Metra Commuter Rail	1,138
MTA Long Island Railroad	1,096
Mass. Bay Trans. Authority	1,068
Toronto Transit	1,020
MTA Metro North Railroad	968
New Jersey Transit	869
Southeastern Penna. Trans. Auth.	861

By ranking agencies based on fleet size, some agencies such as Amtrak, with 2,188 railcars, jump back into the top ten. MTA's New York City Transit is still top dog, with 6,543 cars, a 4% increase from 2001. **Metro** Magazine

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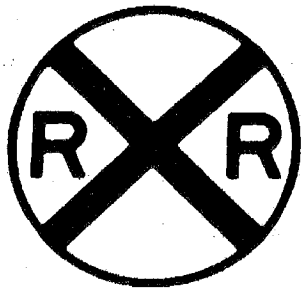

Search for the Shield

A Cataloging of Our Never-Ending Search for the D&H Logo

*edited by **Jim Bachorz***

Down Home in Indiana

*from **Bob Bergevin***

My wife and I just returned from an RV rally on the Elkhart County Fairgrounds in Goshen, IN. Once we set up there for six days, we discovered that we were next to a double track right-of-way. During the 30 minutes we were setting up, at least three Norfolk Southern freights passed, with a whole line of mixed freight. I began to wonder if this was routine.

We discovered that the traffic was very busy in both directions. We were just across a small stream from the tracks, right next to the signal masts.

I'd love to describe all the traffic, but this train watcher has real problems identifying any model types as they pass, and at some 50 mph or more, it is difficult to concentrate on the makeup of the consist!

It seems that it must be a double track north/south traffic line for NS, and there is lots of traffic. Auto racks go both north and south, reflecting the assembly plants in southern Ohio and Michigan. Lots of stack containers, too, heading south from the Great Lakes and Canadian ports on the way to the Ohio Valley, and lots of trailer trains heading south and the empty flats coming back north. Most freights had 50-80 cars.

All power was NS blackbirds with a few exceptions: there were a few Conrail units, and a couple of BNSF engines as well, one the orange combination and the other the classic two-tone green. The rail must have been welded, as we had little warning until the head ends roared into the area. Most trains had three or four units.

We saw an Amtrak each day at early morning heading north, and again during the early evening southbound, at what seemed to be near double the freight speed. It was a mixed train, 4-6 coaches and another 5-6 freight cars as well.

On the weekends the traffic dropped; the train size dropped to about half the cars and there were usually only two units on the head end.

I noted lots of what seemed to be covered hoppers with half-circle covers. This bothered me a little, until it dawned on me that they were coiled steel cars with rolls of sheet steel headed from the northern mills to the southern auto plants. Most steel cars had covers, but some did not.

Once during the week there was a coal train with some 90 cars of coal headed north. This had about eight units on it, and they all seemed to be at Notch 8. It was followed about 20 minutes later by another 20 cars of coal as well. Might have been a second section.

The 9th of May was a banner morning:

- 8:40 a.m.: northbound with 56 autoracks, running just behind Amtrak and running in the yellow, judging from the speed.
- 8:45 a.m.: NS 8940 and UP 3343 with a mixed 65 cars headed north.
- 9:15 a.m.: NS 9015 and 8668 with 79 coal loads headed north.
- 11:30 a.m.: NS 5179 and 6631 with a mixed freight of 69 cars.
- 12 N: The real surprise, shiny clean and looking polished NS 2582 and 2778, followed by five beautiful clean maroon and gold passenger cars that looked as if they could be an inspection train making a tour. I could not identify the types, but there was not an observation car on the rear.

At night, the number of trains was only slightly reduced, as I heard most of them. The welded rail and the lack of a grade crossing within a mile of our location made most rather quiet until the cars with flat spots came along. This would have been a serious train watcher location that would have given little time to sleep.

We took a ride to the town of Napanee, just to the south, and found lots of CSX traffic east and west. It would appear that northern and central Indiana may be a place to visit for the really devoted.

I wish I could have given more positive information, but there was not a shield to be seen in the crowd. I guess I need a class in power unit identification to be more helpful!

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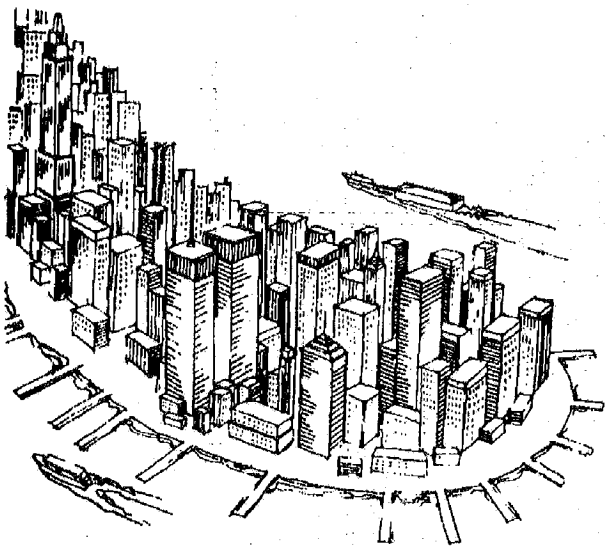

The Metropolis Monograph

by ***Robert A. Lowe***

Amtrak

On May 8th, the House Transportation subcommittee on railroads voted a $1.2 billion appropriation for Amtrak, starting October 1. There would also be $775 million for security and safety upgrades. This would guarantee Amtrak's existence for another year and allow more time for debate of a long-term policy. It is noted that the House is more skeptical of Amtrak than is the Senate. On April 18th the Senate Commerce Committee approved the Hollings bill that would provide $4.6 billion over five years with expansion of service.

The advertising war between Acela and the airlines has continued. Delta Airlines has promoted "planes faster than trains", and there has been advertising for both on radio and newspapers in the Northeast. There are now 16 NYC-Washington round-trips daily on Acela, and nine between NYC and Boston. U.S. Airways shuttle patronage is down 30% for the first quarter of 2002, but all airline traffic is generally down since 9-11. Acela has promoted its increased service.

The FRA has ordered more inspections and monitoring of Amtrak after the announced job cuts and budget cuts. Amtrak insists it is not undermining safety. The number of recorded operating errors is down.

New Orleans Union Passenger Terminal is now a transportation center owned by the city and is no longer under control of freight railroads. Meanwhile, Amtrak seeks to lease a site for a 32-story tower next to the 30th Street station in Philadelphia. This is being developed by Brandywine Realty Trust and should provide needed revenue.

Amtrak still has a "Clocker" between Philadelphia and NYC with a private car for members only. The "200 Club" has a $1200 annual membership fee after a $100 initiation fee, and allows members exclusive use of a coach. It appears to provide $70,000 annually to Amtrak in revenue. This concept originally started on the Reading Railroad (*New York Times*).

With uncertainties about Amtrak's existence and a monopoly in long-distance passenger business, some states have started plans for intercity service. Congress could bypass Amtrak and send money directly to the states. Currently states are funding more reliable tracks, signals and switches. In the past five years, states have spent $2 billion on improvements, with $4 billion more projected in the next two decades. NY State has spent $1 billion since 1997 and projects another $1.2 billion by 2010; California has spent $769 million and projects $2.4 billion (ridership between Oakland and Sacramento is up 20%); Washington and Oregon have spent $141 million, with another $635 million yet to be spent; the Midwest Initiative (IL, IN, IA, MI, MN, MO, NE, OH and WI) has spent $83.4 million, with another $3.4 billion planned; North Carolina has spent $77.5 million, with another $2.5 billion projected; and Pennsylvania has spent $4 million, with another $170 million programmed.

The states are reacting to flight delays as well as crowded highways. They seek a formula much like the Interstate Highway System, with 80% paid by the feds from gas taxes and 20% coming from the states. There would be a partnership with Amtrak. According to *USA Today*, Amtrak should be kept until it is decided how to get good, fast, and interconnected rail service.

The Rail Initiatives program has concentrated on the Northeast Corridor, California, Pacific Northwest, and Midwest Regional (see above). On May 24th, $3 million was dedicated to a Florida High Speed Rail initiative between Orlando and Miami.

Rail freight, part 2

Last issue I reported on rail freight activities. The New York and Atlantic RR took over LIRR's freight operations in May 1997. In 2001 it carried 14,000 carloads, and projects 15,000 for 2002. It has freight rights on 270 miles of LIRR trackage, ranging from Long Island City to Montauk. Roughly half of the business goes from Fresh Pond Junction to Long Island City, with branches to Bushwick, Bay Ridge, and Montauk (branch). Last year 1500-1800 cars were floated from Bay Ridge to New Jersey by the NYCH from 51st Street in Brooklyn (there currently is nothing out of 65th Street). The main traffic out is aggregates, construction debris, and scrap. Coming in are foodstuffs, building materials, petroleum products, and stone.

Locomotives are maintained at LIC. There are currently 11 engines, all ex-LIRR: four GP38's, four MP15's, and three SW1000's. The other half of the business goes east, as far as Southold and Riverhead on the Main Line, Port Jefferson, and Montauk. Unfortunately, there is no real concentration of business. The P&W delivers cars to Fresh Pond Junction, as does CSX. Incoming traffic is mainly propane, lumber, and aggregates. There are plans for food distribution centers, with trainloads to Maspeth and Brooklyn Terminal. NYS is planning an intermodal hub at the old Pilgrim State Hospital site in Brentwood.

Back in the 1980's, the LIRR purchased bogies to carry trailers on top of the bogy and float them across the harbor. It is reported that these retired bogies are scattered across the LIRR system.

Industry news

BNSF has settled for $2.2 million on a genetic testing lawsuit, after 36 workers claiming carpal tunnel injuries were tested without their knowledge or consent.

NS and the state of Delaware will rehab the Shellport bridge across the Christiana River in Wilmington. This old swing-bridge needs rebuilding; CR discontinued service in 1994. The rebuilt bridge will allow better access to the Delmarva Peninsula.

Internationally

On May 10th, seven riders were killed and 70 injured about 10 miles north of London when a 100 mph train smashed into the station platform and broke up. This was the fifth fatal accident in six years. It was found that the last car on the 4-car train derailed, sideswiping a bridge and then hurtling into the platform side. The train was traveling between Kings Cross station and Kings Lynn. Problems in the tracks were repaired last year and inspected the day before, but two nuts were found missing from the points system. The formal trading of Railtrack was suspended and trading was under examination.

It was found that the British government planned to pay $1.9 billion in com-

pensation. As a result of these incidents, Transport Secretary Stephen Byers resigned and was replaced by Alistair Darling. The House of Commons has voted $260 million to improve the rail system. Darling must also deal with the privatization of the London Subway.

The second and third largest Mexican freight railroads want to merge. Ferrocarrilles Mexicano (Ferromex) sought to absorb Ferrocarrilles del Sureste (Ferrosur). However, the largest operator, Transportacion Ferroviaria Mexicana, wants to buy Ferrosur. A regulatory panel blocked the deal.

Meanwhile, it is noted the Mexico City Metro is the fourth largest operation in the world, carrying 1.3 billion riders a year. However, it has the stigma of carrying the lower classes. Thus, there is a struggle between extending lines and building more highways (for the more affluent).

A train ride from Oslo to Bergen, Norway is one of the most attractive in the world, passing many waterfalls and rivers and reaching a height of 4,000 feet at Finse (*New York Times*).

On May 25th, 192 persons were killed in Mozambique when a passenger train barreled into a freight train.

New York City subways

Crime was at its lowest in 30 years, down 6.2%, with reports of serious crimes heading for the lowest number since 1969. Meanwhile, daily ridership is up to 4.68 million, the highest in 50 years. More people riding plus better tracking of crimes has helped, along with an emphasis on arresting those with smaller offenses.

More R142's will be going to the #5 line, and there should be 15 trains running by summer. All the Redbirds will be replaced by fall. Meanwhile, crews are qualifying on R142A's on the #4 and the R33's there will then be replaced. R62A's are going to the #7. Ten-car trains (currently the #7 has been unique with 11-car trains) are testing, which means closer scheduling. The last Redbirds were reefed off Delaware on April 25th. Deadbirds will now be sent to SC, VA and GA, and then NY.

The PA system in stations gets low marks. 11 of 12 announcements of delays were garbled, confusing, or wrong. Only 8% were understandable and correct, while 61% were partially correct and understandable. In the future are electronic message boards, which will also announce train arrivals.

The one-day unlimited pass for $4 (dubbed the "Fun Pass") was started three years ago. It was oriented to tourists and not sold at token booths. It has become very popular; sales have tripled to 2.2 million per month, becoming one of the most popular MetroCards.

On the horizon are orders for 660 new cars, with options for 1,040 more. There is competition among Kawasaki, Bombardier and Alstom.

As noted in June, all MTA operations are planned to be consolidated in one building at 2 Broadway. However, there have been many accusations of cost overruns, money laundering, and favoritism.

On May 19th a Streetscapes section in the *New York Times* highlighted vault lights, which were installed in the first IRT stations. These are glass block walls, usually green or purple, which allow light to filter to underground stations. They complemented the glazed white tiles in the first stations of 1904. They were present in 20 of the 34 original stations. Now they are being designed into the rebuilt 72nd Street station and in the "control house" roof. However, three of the 144 were stolen and later found in Tel Aviv.

9-11 aftermath

The subway tunnel for the 1/9 trains to South Ferry is being built in the old trench. There may be a connection between the Rector Street stations on the 1/9 and N/R lines. Falling skyscrapers crushed 1300 feet of tunnel. The trench from 1918 is being used and construction proceeding on a 24/7 basis at a cost of $1 million per day. Work is based on old IRT drawings in the archives. New sections are being built to be pieced to old sections not destroyed. It is planned to have this completed by September with trains running by November.

There continue to be plans for a mass transit hub. Meanwhile, a temporary PATH station at the old WTC site could be functioning by the first half of 2003. However, there have been concerns that until a decision is reached on an appropriate memorial site, the rebuilt subway could well traverse what some call "sacred ground".

New Jersey Transit

The Camden to Trenton Light Rail operation has cost overruns of $140 million, in addition to the $804 million budgeted. This operation is largely a political payoff to southern New Jersey and there is little ridership growth potential.

As of May 17th there were six rail-connected deaths in 11 days. It appears four were clearly suicides, with one drug-addicted couple killed at Elizabeth. Two others were more accidental, with persons taking shortcuts or going around lowered gates.

With an increase of 15,000 daily riders after 9-11, there has been massive overcrowding and a projected 4,000 daily standees. New Comet V coaches are arriving and it is planned to have everyone seated by this fall. There will be additional trains on the NEC.

On September 30th, the Montclair Connection is scheduled to open. 231 bi-level coaches will be ordered, to be paid for by the Port Authority.

Long Island Rail Road

Ridership in April was 0.4% above last April, but year to date was down 2.4%. O-T% in April was 94.7. LIRR has scheduled special trains to the U.S. Open at Farmingdale in June.

LIRR is promoting its one-day getaways with five new ones this year: Fall Foliage; Stony Brook; Oyster Bay Village, Shinnecock Pow-wow; and Around Long Island.

LIRR is exercising its option to buy 352 more M7's at a cost of $615 million. It appears Bombardier will remove 424 decommissioned M1's and "properly dispose of them" as alluded to last issue. By November 2004, LIRR should receive 326 M7's and M-NR, 180.

Metro-North Railroad

O-T% in April was 98.5, 96.8 west of Hudson. Through March ridership was down 1.1% for 2002. M-NR is promoting its own one-day getaways, with trips around the system to Foxwoods, NY Botanical Garden, hiking, attractions along the New Haven line, and west of Hudson, the Delaware River.

M-NR will buy a training simulator for its Genesis locomotives. Trainees will spend 39 weeks on replications of on-board travel.

A new station will be opened at State Street in New Haven, about a mile east of Union Station. This will have the same fares as Union Station and is aimed at promoting interstate travel.

In closing

For several years there has been an opportunity to spend the night in old Conrail cabooses at the Caboose Motel in Avoca, NY (off the old DL&W main, exit 1 on I390). The facility's owner recently died, and the motel is awaiting a new owner. The grounds are deteriorating. If you want to buy, contact Mullen Group in Cohocton, NY.

Thanks this month to Marjorie Anders, George Chaisson Jr., Fred Krebs, and Sam Zambuto.

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 Court, Niskayuna NY 12309) or the author (Robert A. Lowe, 334 East 116th Street, New York City, NY 10029; e-mail rlowe@rbscc.org).

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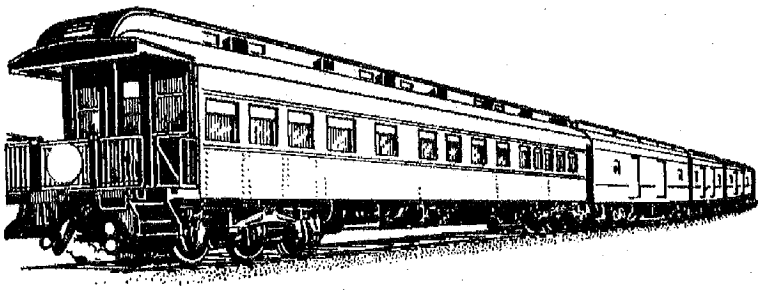

Open Platform Observations

by ***Stephen T. Wagner***

LXXXVIII: Early birds

Everyone knows that the early bird catches the worm. Rising early may indeed bring good results, even if you don't care much for worms.

I am definitely a lark rather than an owl by nature and by habit, much preferring to maximize the number of hours I'm awake in daylight. That produces most of the railfanning opportunities I'm able to grab.

Three from the west

On Friday evening, May 3, I put in an hour and a half of hard work in our yard before sunset so that I could drive off to Ayer the next morning for a couple of hours of train watching with a good conscience.

As usual, I drove first to "Spaghetti Junction", the grain elevator and flour mill near The Willows. What had originally been the New England Milling Company for a while flew an Italian flag, because it was owned by Italgrani; more recently, it became a Cargill facility and now bears a new sign, "Horizon Milling". An internet search told me that outfit is in business at least in Canada and down South.

Driving on to downtown Ayer about 6:40 a.m., I heard a loud rumble, looked left and saw a moving eastbound train. I reversed direction and reached the crossing at Willow Road before it did. Hauled by Maine Central 515, B&M 328 and MEC 312 and 315, the freight had about 70 cars. There were approximately 45 boxcars, two bulkhead flats, six center beam flats, five covered hoppers, three regular flatcars (all together, with the center one carrying long girders and the others serving as spacers), one gondola, seven tank cars, and one two-unit flatcar with three trucks double-stacked with garbage containers. Most of the boxcars were dark blue CSX or white Guilford MEC cars. Most of the latter had waffle sides and, I think, plug doors. Two, however, were exterior post cars without waffles and with regular Youngstown doors; one door had come off one of them and was stowed inside. Two boxcars with red and white reflectors above their side sills, like some recent Canadian Pacific cars, bore new TR reporting marks.

When I pulled into the parking lot near the Ayer Commuter Rail stop, I was surprised to see another eastbound moving. Again I turned around; I just beat the train to Groton-Harvard Road. This one was led by MEC 379, 505 and 377, the first and third GP40's having high short hoods, the second a wide nose, and all three wearing Guilford Rail System livery. It had 41 cars: eleven boxcars, four bulkhead flats (carrying utility poles), one center beam flat, fourteen covered hoppers, three gons and eight tank cars.

I returned to downtown and watched the first inbound commuter train of the day arrive. It was powered by Amtrak F40PH 226, on lease to the T.

The real early bird

I congratulated myself silently, though rather smugly, for having gotten up so early. But another man watching the passenger train said he'd also seen the two eastbound freights – and then added that he'd been there since about 5:45 and had seen another eastbound that had backed into the Hill Yard, and also a westbound. This true early riser turned out to be BLHS member **John Sagar**.

John grew up near Wilkes-Barre in a house next to the D&H tracks. His father was a miner for Hudson Coal. All of his uncles also worked underground and suffered from miner's asthma; none lived to the age of sixty. John told me some great stories of train-watching from his childhood, including one of a slow-speed derailment that successively popped off all the boards on the trackside platform of a tower. Another time a steam loco derailed and smashed into a water tank, sending its contents downhill and into the basements of several houses. John said he doesn't get "into" trains as much as some of us, but he made me rather envious with his accounts of recent visits to Altoona and Cheyenne!

Go West, yon train!

John had a scanner and knew that another westbound was due fairly shortly. First, however, about 7:43, MEC wide nose 502 came west and ran into the Hill Yard. Presumably, it had been doing some switching near The Willows. About 8:09 the train we were waiting for arrived, headed by B&M 332, MEC 512 and 314, and B&M 323. This one had just 25 cars, comprising 17 boxcars, five center beams, one gondola and two tank cars. Many of the boxcars bore the Bangor & Aroostook's BAR reporting marks. Two or three were red-orange with the white triangle with rounded corners, but the aqua water and tree designs on the heralds were almost entirely weathered away. Many more BAR boxcars wore the more recent dark blue paint job with the traditional herald.

I realized afterwards that every one of the freight locomotives I'd seen had been a GP40 of one sort or another. The B&M units were all ex-CR engines.

Just reward?

On May 11, I saw Maine Central wide nose GP40 504 switching in Gardner, perhaps adding cars left there by the Providence & Worcester to a westbound freight. I must say I'm still amused by the sight of a loco of that type switching.

I also saw a Center Flow covered hopper still painted for the Chicago & North-Western, long since absorbed by the Union Pacific. Yellow cars with big CNW initials like this frequently pass through Ayer, but I hadn't noticed before that the cars have four outlets, rather than the three usual on grain cars. Athearn has recently decorated a four-outlet Ready-to-Roll HO model in this livery.

Off to the Adirondacks

On my way to North Creek for the Spring Luncheon, it's probably good that I stopped for coffee near Springfield, because I was startled to encounter snow for about ten or fifteen miles of the Mass Pike in the Berkshires, between Blandford and Lee. (That stretch includes the highest point on I90 east of the Black Hills of South Dakota.) Enough was sticking to the highway that I had to move over to the right lane and slow down. When I told the toll-taker in West Stockbridge about the snow, he replied: "It won't make it here, sir. It always snows up there."

Once I passed the Northway exits for Lake George Village I encountered more snow, which covered all the evergreens on the mountains and much of the vegetation on the ground. Quite a sight for May 18! The roads were bare, however.

In a way, the weather was actually appropriate, because North Creek became famous for snow trains back in the 1930's, when the D&H ran skiers' specials to the town. That was one subject of the museum in the depot's baggage room. An Upper Hudson River Railroad conductor urged us to board the train within fifteen minutes of my arrival, so I didn't have time to give the exhibits more than a quick look. That was unfortunate, because the local history enthusiasts have done wonderful work. A four-sided free-standing poster on the baggage room platform allows visitors to learn about Theodore Roosevelt's associations

with the Adirondacks and with the North Creek station in particular, even when the museum is closed. One BLHS member was disappointed that there was no Teddy Bear on the outside display, but I saw one inside.

As many readers probably know, TR believed in "the strenuous life" and certainly lived accordingly. He had just returned from climbing Mount Marcy, the state's highest peak, when he learned that President McKinley, who'd been shot by an anarchist in Buffalo several days before, had taken a turn for the worse and was no longer expected to survive. This prompted Teddy to ride through the night on execrable roads behind relays of horses to the North Creek depot, where he received a telegram stating that McKinley had died.

Cruising along the river

Our special train carried 52 adult passengers and three children. On boarding the train we were invited to pick up souvenirs prepared by **Sue Vail**: genuine D&H spikes wrapped in paper and tied with blue and yellow string.

The motive power was ex-Delaware & Hudson 5019, an RS36 built in 1963. It wears its old number and the blue, gray and yellow lightning stripe livery, but it's lettered Delaware-Lackawanna, and the script on the shield is "The DL". Most if not all of the passengers rode in former Canadian National commuter coaches that seemed to be in much better repair than the ones we rode from Scranton to Carbondale a few years ago. The train also included an ex-Jersey Central coach, a flatcar with sides and benches that understandably didn't attract any riders, and a Northeastern style caboose that **Jack Wright** said had been used by General Electric for workers accompanying high/wide shipments.

Gene Corsale, in full conductor's uniform, provided commentary in the coach I rode in on the southward trip. He said we'd been traveling about 15 or 20 miles per hour.

The main scenery to be seen was the upper Hudson River itself, with forested and apparently uninhabited shores and impressive rapids. Crew members told us that crowds of kayakers and canoeists had enjoyed a special white water festival two weekends before.

Also readily apparent was damage from forest fires that had been set off by sparks from ex-Alco S1 #5 (which long served as the builder's own shop switcher) a few days earlier. That mishap reminded me of the fact that New York State had required D&H steam locomotives running in parts of the Adirondack Park in the summer to burn oil instead of coal, to reduce the danger of starting fires in the woods. And, if I'm correctly remembering something I read, one of the first diesel locos the D&H acquired was used on the line from North Creek to the ilmenite mine at Tahawus (Sanford Lake) in the 1940's, again in an effort to prevent forest fires.

Some of us spotted pointed stumps of trees felled by beavers and some very hefty trees that beavers had started gnawing on but hadn't yet taken down. I had some difficulty picturing beavers floating branches in the river when the current was as swift as what we were watching. A very welcome sight near the right of way was lichens – not just the flat and scaly kinds that grow on rocks but the fluffier, spongier sort once favored by model railroaders for simulating foliage.

The train paused to make three run-by's for the benefit of photographers before finishing its 8.5-mile journey downstream.

Riverside/Riparius

When the Adirondack Railroad built the station and named it Riverside, the U.S. Post Office objected that there was already a Riverside post office somewhere in the Empire State. So the settlement and post office were named Riparius ("on the bank" in Latin). My drive to North Creek had taken me past the depot after I crossed the now-single-lane bridge across the Hudson.

The station has been restored and appears to be in good shape. Exhibits inside include one of the hand-painted "Dependable High-speed freight service" signs the D&H used in the 1950's. The former baggage room now serves as a gift shop. An ice cream shop housed in a former Boston & Maine steel caboose sans cupola was closed.

While the 5019 pulled our train a bit farther south and ran around it, I asked **Gene Corsale** whether riding in the caboose was allowed. He said yes, and about six of us boarded the hack. **Bill Kozel** occupied one of the cupola seats for a while, using it as an observation post for his camera. Unlike the coaches, the caboose had no heat, and it was cold enough that we could see our breath.

Inn at Gore Mountain

Predictably, the train was a little late getting back to North Creek, so we had to drive off quickly to the Inn at Gore Mountain, a short distance away, for our luncheon and program. I did note that a former D&H milk car stood near the station, in rough shape and – inexplicably to me – resting on Taylor trucks, the type with a circular "hole" in their sideframes that was almost entirely peculiar to the Reading.

Under the benevolent and protective gaze of a stuffed moose head, we – sixty grownups and the same three children – enjoyed an excellent meal. I told **Barb Bachorz** afterwards that I thought it was the best I've had at a BLHS event. Given the weather, the Swiss potato soup was particularly satisfying. So was the rich chocolate dessert.

The General Manager of the Upper Hudson River Railroad, Tim Record, gave a short talk welcoming us. He was clearly embarrassed about the forest fires; he was rather optimistic about the chances of extending the UHRR's run, perhaps eventually as far as Saratoga Springs.

North Country parson **Walter F. Smith** reminded the group that the Adirondack Railroad would be moving equipment to Lake Placid during the coming week for summer use. The ***Bulletin*** columnists present were introduced; those not mentioned earlier included **Doug Barron** and **Joe Durham**, who looked decades younger than I'd imagined him to be.

After the meal **Sue Vail**, on behalf of the UHRR, gave out small presents from a "grab bag" to each of us BLHS'ers. Mine was a small pencil sharpener in the form of a railroader's lantern. I was glad to get it, especially considering the price of the real lanterns!

Out of the past

Our post-prandial entertainment was a slide show, presented by **Tony Steele**. It illustrated some of his reminiscences of the Delaware & Hudson, for which he worked for years, beginning in 1973. Tony credited **Jim Odell** with having chosen the slides. They included some commercial shots of D&H steamers, but for the most part the scenes shown were from the Sterzing era – definitely pre-Guilford.

One of the most interesting things I learned during the program was that Tony had designed the livery for the D&H's two Bicentennial locomotives, including the fancy script lettering they wore.

Tony mentioned the possibility of the BLHS's sponsoring an HO resin kit for a D&H double tool house, which he thought would sell better than the kit for the Rupert, VT, station offered by Rutland Car Shops had. The parts would be made by Sylvan Scale Models.

Many of the slides showed scenes that are now sadly altered – the yard office at Mohawk Yard being one example. Tony said he hasn't revisited many of those places in years, since he would find their present state disappointing.

Accompanying Tony was his fiancé, a gardener by profession and also a modeler and railfan. He said they'd been hoping to have their wedding at the new Rensselaer Transportation Center, but that insurance costs turned out to be prohibitive.

Less of the *Mohican*

Like Tony, I'm not always happy about change, but I do sometimes like to revisit

my old haunts. So, with my schedule constrained only by my fatigue and free to choose my itinerary, I returned home by a different and very scenic route.

My first stop was at Lake George Village, where, especially in light of the Mohican's appearance on the cover of the April ***Bulletin***, I wanted a look at that grand old vessel. I got one, but it was all too brief. Rain was falling steadily, interfering with what seemed to be some kind of boat show; and there didn't seem to be parking for less than five dollars anywhere near the dock.

Old stomping grounds

So I drove on to Whitehall, which I think I hadn't visited for thirty years. From Route 4 south of town I saw many cars in the yard, espcially Omya tank cars, NS coal hoppers and CP hoppers I'm guessing are used to carry ballast. Farther north, what looked like a two-stall enginehouse still stood, though evidently being used for another purpose. The D&H freight house near the highway turnoff for Rutland is now a boating business of some sort, though the sign painted on its north end still survives.

The Skenesborough Museum, beside the Champlain Canal in the town's old business district, was closed. (It's open 12-4 on Sundays and 10-4 other days from June 15 through Labor Day, Saturdays 10-3 and Sundays 12-3 through mid-October, and by appointment - call 518-499-1155 - in other seasons.) Delaware & Hudson 35843, an end-cupola wooden caboose, still sits outside, apparently in good shape, although sporting a yellow and blue shield herald I'm sure it never wore when it was still in service.

The canal-side stores looked far less lively than they had in the 1960's. The only butterfly-roofed building in New York State was still there, as was Skene Manor up on the hill. One pleasure boat was moored near the museum, but there was no sign of barge traffic in the canal. I've read that shipment of petroleum products on the canal was killed off by the strings of Tank Train cars that run over the D&H from the Port of Albany.

A new brick shack nearby serves as Whitehall's Amtrak station, but only for the Adirondack, not for the Ethan Allen Express, which turns east for Rutland farther south, near the old depot site. That raises a question, because the station I remember was itself a little north of the south leg of the wye leading to the Rutland branch. Did trains for Vermont's second largest city always back out of the old Whitehall station before heading east?

Having gone as far as Whitehall, I felt compelled to drive on to Hulett's Landing on Lake George, where my family often vacationed. The road seemed markedly better than I remembered. At Hulett's there was hardly a trace of the big old wooden hotel; large trees had actually toppled over onto what had been its lawn and have been allowed to lie there. Worse, the steamboat dock where the *Mohican* and the *Ticonderoga* had called was entirely gone. Most of the cottages that used to be rented out have been replaced with fancier vacation homes. Expensive homes have been built on what had been Irene Phillips' farm, some of them on Sheep Meadow Way (private) where we used to walk among the sheep.

But Burgess Island, where we camped nearly every summer, still looked great from the mainland. And there's a new beaver lodge in the middle of a pond beside the road between Hulett's and Route 22.

Return via Rutland

The road east from Whitehall to Rutland was very different from what I'd remembered, and much faster. I had forgotten how close some high mountains are to Rutland. As I approached the city, I could see mountains of four different colors, which varied according to their distance, vegetation and snowfall. At one point sunshine broke through onto a very tall, snow-covered peak; it was a truly magnificent sight.

Rutland has quite an impressive new Amtrak station near the site of the former passenger station, with a very useful selection of railroad and travel information. It soon became obvious that Bennington isn't the only place in the Green Mountain State where railroad cars are stored. I saw a great many in Rutland, including plenty of Omya tank cars and some covered hoppers used by the same company. Somewhat to my chagrin, although the tank cars carried SHPX reporting marks (owned by ACF Industries), they were all sway-backed, like Union Tank Car's Funnel-Flow design. I have three HO Omya tank cars made by Atlas, and they have straight backs.

Following Route 103 southeast kept me near the old Rutland Railroad line to Bellows Falls. I admired but did not stop at a beautiful depot at East Clarendon and the famous Cuttingsville trestle that was the site of the cover photo for **Jim Shaughnessy's** "The Rutland Road". Nor did I stop when I caught a peripheral glimpse of perhaps three locomotives, at least one being gray with blue lettering but definitely not CSX. I did pause for a few minutes at Chester, only to find that a snack bar in an old wood caboose (I'm guessing an ex-Central Vermont of USRA design) couldn't serve any ice cream. A steel Green Mountain bay window caboose (probably ex-Bessemer & Lake Erie) also stood near the depot.

The Vermont Rail System still has a great deal of equipment at North Walpole, New Hampshire, much of it on a long spur along Route 12.

Returning home via Keene, NH and Winchendon and Gardner, Mass., brought me to Maynard about 9:30 p.m. I'd driven 513 miles since 5 a.m., slightly more of it on the trip out to North Creek and Gore Mountain than on the return. The day was, as Teddy Roosevelt often said about things he enjoyed, bully!

The Central's Early Bird

People familiar with railroad rolling stock of the 1950's may remember the New York Central's Early Bird freight service herald. It featured a bird wearing an engineer's cap and checking his pocket watch. The bird was blue in a white circle on MDT reefers, and black in a yellow circle on NYC boxcars. I have HO versions of it on Train Miniature and Accurail reefers and on a Branchline Blueprint 50 ft. double door boxcar kit I haven't yet built.

Hubba! Hubba!

In mid-May my wife went to Hubbardston. She reported that en route she'd spotted what she thought was an old locomotive "with a cowcatcher". That sounded intriguing, so I suggested another expedition - multi-purpose, of course - to the north central part of the Commonwealth. I confirmed her finding: above the west side of Highway 68, perhaps a mile or two south of the Gardner line, stands an old steam locomotive, equipped with an unlikely pilot with no provision for a coupler and an utterly implausible old-fashioned stack. Beneath this fakery is an 0-6-0 with a sloped-back tender, evidently built by Porter (that company's name is cast onto the cylinders). It's numbered 102 but doesn't bear the name of any railroad or other user. Near the loco are several decrepit cars, including at least one wood and one steel refrigerator car and two passenger cars. Apparently someone had made an attempt to add an observation platform to one of the latter. There was nothing to indicate where the equipment had come from and what was planned for it. The only signs read "No Trespassing" and "Look But Don't Climb On". I doubt that much of this equipment, if any, will ever be restored to anything close to its original appearance. That may serve as a reminder of how important it is to support REAL restoration efforts, such as the aid the Laurel Line NRHS is providing to help get Boston & Maine Pacific 3713 back into service at the Steamtown National Historical Site in Scranton.

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Power Plant on Wheels

(A paper presented before the Metropolitan Power Plants Committee, New York, N.Y., March 1936)

by A.I. Lipetz, Chief Consulting Engineer, American Locomotive Company

Picture a "mobile power plant" of 4,000 horsepower, weighing 200 tons or more and moving at speeds in excess of 100 miles an hour, yet having an actual physical contact with the rails of less than 10 square inches, or about the size of a man's foot. There you have the modern steam locomotive, the power of which has been increased 55% within the last 10 years without any increase in weight. Mr. Lipetz's comparison of the locomotive with some of the world's most efficient and modern stationary power plants and his description of various experimental types which have been developed should be of interest to *Bulletin* readers.

A vehicle containing a power plant and wheels which can be made to rotate while rolling on rails and thus propel the vehicle itself and cars attached to it, in short, a self-propelled power plant on wheels, is called a locomotive. This is going to be the subject of our discussion today. The given definition includes the steam locomotive, both of the reciprocating engine and turbine type, and the diesel locomotive, of the diesel-electric or any other type, but excludes the electric locomotive, because the latter does not carry the power plant. Therefore, by some authors, mainly German, the electric locomotive is not considered to be a locomotive at all; it is called by them the "electromotive".

The Steam Locomotive - Its Peculiarities

It is not necessary to refer to elaborate statistical data in order to prove that the bulk of our traffic on railroads is taken care of by steam locomotives. Of course, the main reason for that is that as the existing steam locomotives have been built to last a long time, say 15 to 25 years, and they are now with us, it is natural for them still to be doing useful work. Fifty thousand steam locomotives cannot be put on idle tracks, or scrapped, even if a better machine were developed. Nevertheless, we should not overlook the fact that when new railroad motive power is ordered, small as it sometimes may be, depending on general business conditions, more steam locomotives are being built than locomotives of any other kind. During the six years of depression, 1930-1935, 1149 locomotives were built in this country, of which 979 locomotives were for use in the United States. This number is divided among various kinds of power in the following way:

Steam	623	63.7%
Electric	252	25.8%
Diesel-electric	104	10.5%
	979	100.0%

The number of electric locomotives includes the 150 locomotives of the outstanding electrification scheme of the Pennsylvania Railroad, which may have been somewhat prompted by the spirit of the public works projects of late years. It is interesting to note that as soon as business showed the slightest signs of improvement, steam locomotives again began to play a large part in the allotted orders. During the first two months of 1936 alone, the American locomotive builders received orders for 42 steam locomotives. No electric locomotives were ordered, and an order for one diesel-electric was placed. Steam locomotive builders are now more busy than they were at any time since 1931, and new locomotive types are being evolved.

Longevity

There are several remarkable things about the steam locomotive. One is its longevity: it is over one hundred years old, and is still going strong. Very few machines can boast such a long span of life. The Watt steam engine has been superseded by the steam turbine, and the modern steam boiler bears little resemblance to the primitive boiler of a hundred years ago. But the modern locomotive embodies the same principles that spelled success for the Stephenson "Rocket" at the Rainhill trials of 1829. It is true that the locomotive has gone through a long period of evolution and has acquired a great many improvements and refinements, but substantially it still has the rectangular double-walled fire-box and the fire-tube boiler of the Seguin-Booth design, simple expansion cylinders, mostly two per one rigid frame (one cylinder on each side, as the case was in the "Rocket"); an induced draft appliance for the draft in the boiler, operated by the exhaust steam from the cylinders developed by Trevithick and employed by Stephenson; a direct connection between the cylinder pistons and the wheels journaled in the engine frame, and smooth tires on wheels for direct adhesion to rails by friction, following the principle demonstrated by Hedley in 1814.

Simplicity

The second remarkable feature of the present day locomotive - its simplicity and adherence to its original design, which, I dare say, came out of Stephenson's hands in a classical and perfect form, something like a Beethoven symphony. Hundreds of attempts were made during the century of existence of the steam locomotive with the intent to improve upon Stephenson's design (some of them in recent times), but most of the improvements did not survive a trial even in a single model, and copies were never built; only a few of the novelties could stand the test of time, usually a very short time, after which they were, as a rule, abandoned. Their ephemeral success was sometimes due to local, political, national and other irrelevant causes, but so far, in 106 years, the locomotive invariably has reverted to its simple Stephensonian shape. Simplicity is the greatest attribute of a real man - and so it is of a locomotive, which has another feature in common with man: while a youth, it grew in size, power and weight, but retained its original appearance. The only essential change made in the physiology of the locomotive was the addition of the superheater, universally accepted as an attribute of maturity.

In order to comprehend the genius of George Stephenson, it suffices to say that his illustrious predecessor, James Watt, could not see a steam engine without a low pressure boiler and a condenser, and as he did not visualize a steam carriage thus equipped, he did not believe in the possibilities of steam traction on rails. He militated very strongly against the high pressure of 50 lbs. per sq. in., which he considered dangerous; that pressure was later used in the Stephenson locomotives. In one of his earliest years (1784) Watt took out a patent for a locomotive with a very complicated drive, which consisted of a sun and planet wheel transmission and two sets of gears, different in their proportions. He provided the two gears in order to adapt the power of the locomotive to the variable resistance of the road. Thus, even Watt did not have a clear picture of the power resulting from the expansive properties of steam, of which Stephenson was fully cognizant, as evidenced by the locomotives with direct drive which he built even prior to the "Rocket".

Economy

The third remarkable thing about the steam locomotive is the economy of its operation in spite of the alleged low overall

efficiency. People familiar with thermodynamics and efficiencies of prime movers and heat engines, especially promoters of wild schemes, are usually harping on the low efficiency of the steam locomotive. True enough, the efficiency, thermo-dynamically speaking, i.e., measured by the ratio of the BTU of useful work at the drawbar of the tender to the BTU in the fuel burned in the fire box, is very low. In a switching locomotive with large stand-by losses, it may be as low as 3% to 4%; in a road locomotive the overall efficiency is 6% to 7%; under favorable conditions, for instance, on a test bed, it may go up to 8%, and with some exceptionally good designs even to 8-1/2%. However, much as the efficiency figure is important, it tells us only part of the story. The whole story must include the economic aspect of the utilization of the locomotive as a whole. In the economics of locomotive operation the fuel cost is only one item of several equally important. The other items are: cost of maintenance, lubrication, locomotive handling in roundhouses, crew wages, etc., which are self-explanatory. But most important for the operation of the locomotive are: (1) reliability, and (2) availability.

Reliability means that a locomotive should not get unduly out of order while pulling trains. A failure of a locomotive on the road, causing delay to trains and a disorganization of traffic, costs a railroad much more than ordinary economy in the operation of dozens of locomotives can amount to. Therefore, if an economical turbine or diesel locomotive should have many complicated accessories and auxiliaries which are likely to get out of order, causing failure on the road, it will not be acceptable to the railroad.

Availability means that a locomotive should be available as much as possible when it is required to do useful work. It is measured by the percentage ratio of the average number of hours when the locomotive is able to perform work, to the number of hours of offered work. Availability is closely related to simplicity regarding maintenance. If a complicated, although perhaps a very ingenious and economical, machine needs frequent attention, fueling, cleaning, etc., replacement of parts that requires much time, and so on, the availability is low. The turbine locomotives, especially those with condensers, have a very low availability and, therefore, are not practical although they are twice as economical as reciprocating steam locomotives. Road diesel locomotives have not shown great availability thus far and, therefore, they are still in the experimental stage. But on the other hand, switching diesel locomotives have an availability close to 100 percent and, therefore, in this kind of work, namely, in switching service, the diesel locomotive has established itself as a useful motive power unit.

Closely related to simplicity regarding maintenance is simplicity of operation. This implies that the locomotive should not have too many handles, valves, gauges and other parts that require the driver's attention and tax his skill beyond what an ordinary engine driver is expected to do. Being intensely occupied with watching the signals, listening attentively to any suspicious sound in the behavior of the locomotive in the midst of the noise and clatter of a rolling and roaring engine, the crew has no physical possibility of attending to extra duties except the most elementary and customary ones. If there is an additional unusual handle or valve, the driver is unable to attend to it, no matter how important it should be for the proper operation of the locomotive. If it is important, it should be made automatic, provided the automatic action can be made reliable in the foregoing meaning of the word.

Compactness

The fourth remarkable peculiarity of the steam locomotive is the compactness of design, as exemplified by the power per any unit of reference; per cubic feet of occupied space, per pound of weight of the installation, per square foot of area of support, per dollar of investment, etc. Accurate comparable figures are not always available. Recently in "Power", I happened to come across a tabulation of new steam plants placed in operation in this country in 1935. It contains 11 utility, 9 municipal, 77 industrial plants, and 10 plants in institutions – a total of 107 steam plants. Only 4 plants have a boiler pressure of over 1000 lbs. per sq. in.; 44 plants have boilers carrying pressures between 300 to 1000 lbs., 15 plants between 200 and 300 lbs. per sq. in., and 34 plants, or about one third of the total, below 200 lbs., a pressure which in modern locomotive practice has already been discontinued. The tabulation is very incomplete, but there are several figures taken at random for boilers with pressures between 250 and 300 lbs., per sq. in., which is the pressure usually carried in newly built locomotives.

In the first case the evaporation per sq. ft. of heating surface is 8.8 lbs. per hour; in the second case it is 10.4 lbs. per sq. ft. per hour. In locomotives, evaporation per sq. ft of heating surface varies from 12.6 to 14.2 lbs. per hour, or about 35% to 45% more. Per cubic foot of furnace it is respectively 22.0 and 25.8 lbs. Per one cu. ft. of locomotive fire box volume the figures of evaporation vary from 70 to 120 lbs. per hour, or about 220% to 360% more.

Slightly more complete figures can be found on the Hell Gate steam plant, which carries 265 lbs. per sq. in. and which consists of two units. Each of the two units has a capacity of 1,000,000 lbs. per hour and a heating surface of 53,926 sq. ft.; this corresponds to an evaporation of 18.6 lbs. per sq. ft. per hour. This seems to be higher than the usual locomotive evaporation. But these units have economizers and air preheaters, with 18,400 sq. ft. of economizer heating surface and 60,476 sq. ft. of air preheating surface to each unit, making a total of 132,802 sq. ft. heat absorbing surface (without superheater). If referred to this figure, the evaporation will be only 7.5 lbs. per sq. ft. per hour. For a locomotive, if the heating surface of the feed water heater, which takes place of the economizer, is added (air preheaters are not used on locomotives), the evaporation figure would be 12.5 to 14.1 lbs. per hour.

The furnace volume of each unit of the Hell Gate boiler is 42,255 cu. ft., corresponding to an evaporation of 23.6 lbs. of steam per cu. ft. per hour, as compared with 70 to 120 cu. ft. of fire box volume in a locomotive.

The cubical content of one unit of the Hell Gate boiler is 211,003 cu. ft., giving an evaporation of 4.74 lbs. of steam per hour per one cu. ft. of installation. In a locomotive the evaporation if referred to the volume of the whole boiler, is about 22 lbs., or 4.7 times as much.

Other figures also indicate the compactness of the locomotive boiler design. For instance, the number of BTU per cubic foot of fire box volume varies in a locomotive, with and without a stoker, from 150,000 to 200,000, while in the medium pressure stationary plants above referred to, the corresponding values are 27,500 to 33,500 or 16 to 18% of the locomotive figure. In the Hell Gate station, it is 32,430 BTU.

Boiler and Fire Box – Essential Parts of the Locomotive

All the figures so far cited refer to full load conditions, both of locomotives and stationary plants. The locomotive, however, is very often called upon to work overload, sometimes as high as 40%. True, the boiler efficiency may be then not over 50% but at lower loads, efficiencies, including feed water heaters, 85% to 90% have been recorded.

In the development of the locomotive it has been recognized for the last 20 years that the fire box, as the source of power of a locomotive, should be given ample dimensions. After some fluctuations the grate area, measured in square feet, has stabilized at about one-fiftieth of the horsepower: a 3500 h.p. locomotive would have a 70 sq. ft. grate area; a 5000 h.p., an area

of 100 sq. ft. At the same time, the whole boiler has acquired larger dimensions, and for the last ten years large boiler capacity is the general rule for modern locomotives. As a result, the locomotive boiler has become more economical and better suited to the new conditions of traffic, when higher speeds not only for passenger, but also for freight trains, are demanded.

It is very difficult to state what the average boiler efficiency in a locomotive is, as this depends upon the variation in load which is different on various roads and for different trains. But as a fair guess, it can be said that the average boiler efficiency of a modern locomotive is about 65 to 78%, closer to the lower limit for locomotives without, and to the upper limit for locomotives with feed water heaters.

A modern stationary plant may have a higher boiler efficiency, but this is achieved by the use of large size economizers and air preheaters, which simply cannot be installed in a locomotive so as to be of much value – this on account of space limitations. Several attempts of this kind have been made and were abandoned.

The superheater is now an inalienable part of the boiler. Although it was first introduced for stationary plants since 1905, it has enjoyed its greatest development in locomotives. The design is always, at least in this country, of the Elesco (Schmidt) type and the temperature is about 700-750° F. Having a reciprocating engine, the locomotive engineer cannot boast of temperatures of 800-950° F., as some power plants have, but at least his engines always have superheaters. For a long time no new locomotives, even of the switching type, have been built without superheaters, although in stationary practice I have noticed in the above referred to tabulation of 1935, a great many new installations of the saturated type.

Engine Part of the Locomotive

The reciprocating engine of the locomotive, meaning the cylinders, pistons, driving mechanism, is the second essential part of the locomotive, the first being the boiler with the superheater. Again, after some fluctuations the engine has reverted to the two-cylinder, simple expansion type of the first locomotives, varying design in accordance with the rise in pressure, which continuously was going up, and with the introduction of superheat, first with multi-cylinder compounding, and later without it. The thermal efficiency of the steam engine part of a locomotive at 250 to 300 lbs. pressure and 750°F. total temperature, without a condenser, is now about 12 percent, referring to the rim of the driving wheels. Among latest developments, the refinements in the design of steam passages and the improvement in valve motions have been of great value. The essential improvement, however, which would turn the non-condensing into a condensing engine, has so far not met with any degrees of success, as we shall see later in greater detail.

Running Gear of the Locomotive

The third essential part of the steam locomotive is the running gear – wheels, frame, springs and trucks. Changes made in the design pertain mainly to trucks and articulations of locomotives which improved their riding qualities, especially at high speeds. Great improvements have been made in the materials of parts of the running gear, which were made to stand the great weights and high stresses in our present day locomotives at speeds up to 100 miles per hour. Strange to say, even in this respect the most modern high-quality alloyed steels met with limited success and only in some special cases.

I think of great interest to the plant engineer would be to learn which of the improvements made in his stationary plant were tried on the locomotive and the reasons for which they failed. We might proceed in the order which we followed, taking up first the improvements in the boiler, and then in the engine.

Various Attempts to Improve the Efficiency of the Steam Locomotive Water Tube Fire Boxes

The water tube fire box was probably the first part of the locomotive, except the superheater, influenced by stationary plant practice. During the nineteenth century the boiler pressure rose from 50 lbs. per sq. in. in Stephenson locomotives, to 200 to 225 lbs. per sq. in. in American and European locomotives. It was thought at that time that these pressures were about the limit for a radial-stay fire box, and that for higher pressures, water-tube fire boxes would be necessary. Partly in anticipation of this eventuality, and partly because the maintenance of staybolt fire boxes at high pressures had become very costly, water tube fire boxes began to appear. In the U.S.A. about a score of locomotives was built for the New York, New Haven and Hartford with McClellon water-tube fire boxes during the period 1916-1925. This boiler was a combination of a water-tube fire box and a cylindrical shell of the conventional locomotive boiler. They were similar to the Brotan fire boxes built in Europe (Hungary, Austria, Germany, Russia) in the early part of this century. None of these experiments was successful, as instead of staybolt troubles of the conventional fire box, eliminated in the Brotan and McClellon fire boxes, other difficulties, such as cracking of sheets in the cylindrical part of the boiler, arose. All these locomotives, except several on the Hungarian Railways, were converted into ordinary engines with staybolt fire boxes, although pressures in these boilers were not very high – not over 265 lbs. per sq. in.

To the same category of innovations belongs the Emerson boiler put on some engines of the Baltimore and Ohio Railroad. It differs from the Brotan boiler in that better provisions for cleaning scale from the tubes are made. Some of these boilers have been in service for about nine years and they seem to be giving very good results. The highest pressure that they carry now is 350 lbs. per sq. in.

(To be continued in September issue.)

Reprinted from ***The Delaware and Hudson Railroad Bulletin*** *of September 1, 1936*

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Open Platform from page 34

Why drive to the train?

A shuttle between downtown Maynard, MA, and the nearest T Commuter Rail stop, South Acton, went into operation April 29. It meets four morning and four evening trains. For the first two months it's free to riders; it'll be a dollar per day thereafter. The service is subsidized by a grant and by at least one Maynard employer. The small bus has a wheelchair lift and seats for sixteen passengers.

A friend of mine started using it the first week, walking a mile between her residence and downtown to do so. She told me she was the only passenger on the runs she rode. I rode the shuttle three days in the next week, walking only half a mile or less to take it, and was alone with the driver on the first five trips, sharing the last with three other riders.

I certainly hope the shuttle keeps running, and I tried to make my fellow townspeople aware of it at our town meeting May 20, but I don't expect to use it every day. Why not? Flexibility, mostly. Parking in West Concord or Concord allows me to stop at a drugstore, supermarket or library on the way home. Perhaps more significant, there isn't even a pie wagon at South Acton, in contrast to the several eateries elsewhere. Never underestimate the attraction of "coffee and...", especially for those of us who really shouldn't yield to it.

Thanks...

...to **Jim Corbett** for his several helpful June issue additions to and corrections of things I wrote for the May issue of the ***Bulletin***.

...and to Bill Peet, who died in May. One of Walt Disney's top artists and writers – he was responsible for much of Dum-

continued on page 38

Col. Ramee Reviews Police

Honors Awarded at 14th Annual Inspection Ceremony

"The first duty of an army is to prevent war; its second duty is to win wars which cannot be avoided. The first duty of a police force is to prevent crime; its second duty is to apprehend the culprit after a crime has been committed. The record shows that arrests have been greatly reduced along your railroad, but that when crimes do occur, you get your men and they are convicted in a large percentage of instances. After examining your record and spending two days with you – yesterday on the rifle and pistol range, today at this inspection – I am convinced that you are a very efficient police force."

Thus Lt. Col. Per Ramee of the United States Army addressed the members of the Delaware and Hudson Railroad Police force at the conclusion of the department's Fourteenth Annual Inspection, held in the Tenth Infantry Armory, Albany, Friday afternoon, May 8.

A few minutes previous, Col. Ramee had pinned the silver star medal with oak cluster, together with a purple heart medal, on the uniform coat of Patrolman Alex A. Wenstrom, of Albany, for "conspicuous gallantry in action" during the World War. Wenstrom, then a corporal, was twice cited by General John J. Pershing: once for dragging a mortally wounded captain back for hospitalization, under heavy enemy fire; the other citation, the record of which cannot now be located, must also have involved "conspicuous gallantry in action, above and beyond the call of duty, in the face of enemy fire", to make him eligible for the silver star medal with oak cluster. Part of his heel was shot away by a rifle or machine gun bullet at Chateau-Thiery, and he was gassed in the Meuse-Argonne offensive, making him eligible for the purple heart medal. He also saw service as a sergeant in the Marine Corps and in the Navy as torpedoman, first class, before joining the Police Department seven years ago.

Col. J.T. Loree, vice-president and general manager, who annually conducts the inspection, was prevented from attending this year; however, he telegraphed his regrets. The message, which was read by H.F. Burch, assistant general manager, said: "Please explain to Police Department my regret at being unable to attend inspection and review today. Likewise express to it my feeling that their work during the past year has been of the same high order as in the years past."

In the absence of Col. Loree, the Taber-Loree-Collins Cup, awarded annually to that member of the department who makes the highest score in the rifle and pistol match, was presented to Patrolman James B. Disney, of Albany, by W.W. Bates, assistant to general manager.

He also presented a pair of handcuffs to Lieutenant James C. Stone, of Plattsburg, winner in the Class B competition, which includes those shooting higher than 282 but less than 328; and a five dollar cash prize to Patrolman John P. Fleming, of Green Island, winner in the Class C group, those firing between 227 and 275.

In the rifle and pistol match each participant fires the Army "L" course with the pistol, which includes 10 shots slow fire, 10 shots timed fire, and 10 shots rapid fire, all at 25 yards; and 20 shots with a .25-.35 caliber rifle, at 200 yards, including five shots prone, five kneeling or sitting, five off-hand (standing), and five rapid fire. A perfect score with the pistol would be 300, and with the rifle 100, making a possible total of 400. Disney, the winner, scored 351. Five men had higher scores, but due to the ruling that no one man can win the trophy more than once, were ineligible for first prize; they were: Patrolman H.J. Russ, Wilkes-Barre, 382; J.R. Herron, Schenectady, 371; B.R. Masko, Albany, 367; R.L. Adriance, Binghamton, 365; and J.H. Overbaugh, Albany, 363.

For purposes of inspection the more than 100 officers summoned from their posts from Rouses Point to Wilkes-Barre, were formed into a provisional battalion of three companies and a first aid detachment, under the command of Major F.A. Thiessen, chief of police, with Inspector Joseph P. Andres acting as adjutant. Officers of the companies were: Company A, Captain Walter D. Fox, Oneonta; Lieutenant S.N. Pierson, Carbondale; Company B, Captain N.R. Hentz, Scranton; Lieutenant James Fox, Binghamton; Company C, Captain H.W. Hooghkerk, Whitehall; Lieutenant C.W. Bentley, Albany. The first aid detachment was headed by Lieut. Thomas J. Carrick, Albany.

The color guard consisted of Patrolman George P. Jauss, Albany, Color Bearer; Sergeant Ralph M. Parkin, Wilkes-Barre; and Patrolman Henry Jensen, Albany. Guidon Bearers were Patrolman B.R. Masko, A.J. Farron, and J.P. Fleming.

After the battalion had passed in review, to the music of the 50-piece band of the LaSalle School, Albany, in colorful bright blue uniforms with yellow cape linings gleaming over youthful shoulders, each individual's equipment was inspected in detail by Col. Ramee and his staff, which included Messrs H.F. Burch, W.W. Bates, Capt. E.B. Gore, and Lt. Col. Ogden J. Ross. Company C, winner of last year's competition, was again awarded the guidon signifying the best drilled unit. The ceremonies were concluded with a battalion parade and the marching of the colors to their quarters.

Reprinted from the ***Delaware and Hudson Railroad Bulletin,*** *June 1, 1936.*

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Open Platform from page 37

bo, for instance, including the great circus train – he went on to write and illustrate numerous children's books. Many, including "The Caboose Who Got Loose" and "Smokey", are on railroad subjects. Any good public library's children's room should have several. Some of Peet's books are also in paperback.

Lucky pucks

On May 7, the **Boston Globe** reported that the current champion of the professional hockey league in Russia is the Yaroslavl Lokomotiv. Good name! Ramblin' wrecks from the Rodina, no doubt.

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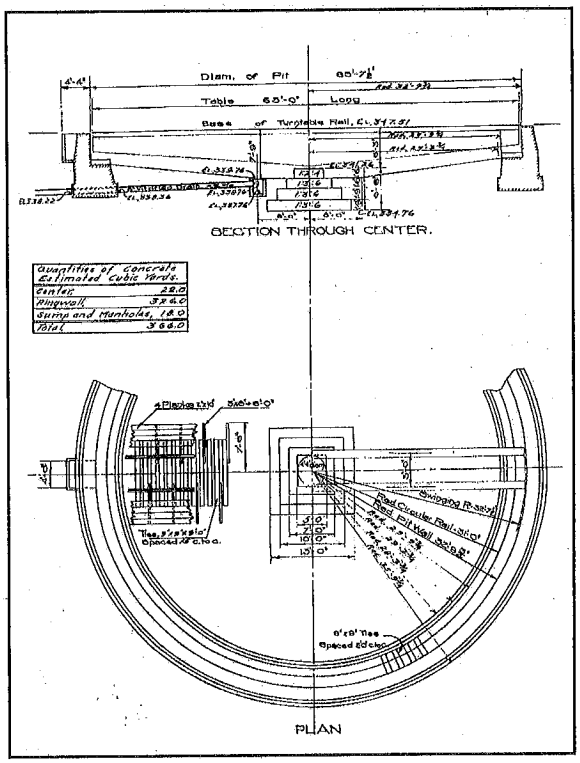

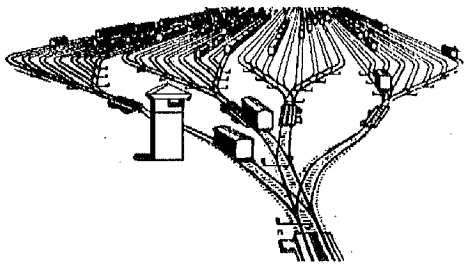

The Receiving Yard

By **Doug Barron**

Are passenger trains in Canadian Pacific's future?...Freight railroads could play a bigger role transporting urban commuters and intercity travelers if government would participate in plans to improve rail facilities, says Canadian Pacific Railway President and CEO Rob Ritchie.

In a speech to a Conference Board of Canada meeting, Ritchie said that railways and society have to decide whether trains can "become a more apparent, positive influence in our everyday lives – influence ranging from a greater role in intercity freight to a significant presence in commuter and intercity passenger travel." Otherwise, they remain in their business-as-usual role "where railways play an important but largely invisible role to most Canadians".

CPR has been talking with governments in Canada for just over a year about developing public/private partnerships to modernize rail lines to contemporary standards so they could "provide services at levels that are not feasible for the railroads alone to implement", Ritchie said. The railroads have spent a lot of money to keep track and signals up to date but they are mostly operating on lines built more than a century ago. Ritchie said that a partnership with government could enable CPR to beef up its existing network in southern Alberta so it didn't have to run so many freights through Calgary and the National Parks at Banff and Yoho. Such a partnership could also permit the development of a high speed passenger line between Edmonton and Calgary, Ritchie said. "It would be the preferred form of business travel, actually making doing business among the cities noticeably more efficient, not to mention its beneficial impact on cultural activities, education, and medicine."

As well, there could be new intercity passenger services linking other cities in Alberta. CPR could run commuter trains out of Calgary and Edmonton that would compliment the existing transit systems. For tourists, there would be rapid and frequent trains to Banff and Lake Louise.

Ritchie said CPR is still waiting for the federal and provincial governments to decide on partnership proposals. CPR probably won't get an answer from Ottawa until after Transport Minister David Collenette releases his transportation blueprint later this year. "Currently, there are a number of passenger-based possibilities under development", said Ritchie. "These address both urban congestion and intercity travel needs. We hope some of these will crystallize."

Partnerships could also pay off on the freight side as well. An improved rail corridor could allow CPR to offer a NAFTA intermodal train originating in Edmonton and entering the U.S. in Montana. CPR is considering building a new tunnel between Detroit and Windsor and turning over one of its old tunnels for use by truckers. "In a twist of irony, this idea to improve rail service also significantly helps trucks cross the border", said Ritchie. "We think there is a good chance this one will succeed." **Railway Age**

Canadian Pacific Railway...has begun preliminary work for construction of a new two-mile long siding on the Sunbury Main Line between Dalton and LaPlume, PA. CPR cites heavy traffic congestion on the line and grades on the Sunbury Main that frequently cause major delays. Traffic over the line includes the regular scheduled merchandise, intermodal and several coal trains each week.

Colebrookdale Local, Pottstown & Reading NRHS

Four Union Pacific SD70M's, 4015, 4058, 4200 and 4206, are currently operating on CP Rail in Canada for evaluation over the next three months. The locomotives can operate in the trailing position only (often in pairs), and CP crews are to test and evaluate the performance of the dynamic braking equipment. Therefore, there may be times when the lead CP locomotive will be isolated and the train operated with the trailing UP units only. These DC traction locomotives are equipped with 86,000 lbs of dynamic brake pressure and have 4000 hp engines. Two of the UP SD70M's, 4200 and 4206, were at St.-Luc Yard in Montreal on March 29.

CP has also leased burgundy-colored CEFX SD90MAC(U) 120-139 and 15 blue and white CEFX 1000-series C44-ACW's for about three months.

CP SD90MAC 9302 was spotted in Montreal April 12th. 9302 is one of only four CP locomotives of this model, 9300-9303. In late April D&H GP38-2 7312 arrived in St.-Luc for wheel-turning at the shop.

The last remaining C44-9W in Southern Pacific paint, 8102, was in the consist of a CP/D&H train running from Albany, NY to Morrisburg, PA on April 16th. The locomotive had been interchanged from the NS with UP SD60M 6226 on the same day.

A U.S. Federal Railroad Administration track inspection vehicle was performing track tests on the D&H near Rouses Point, NY on April 15th. The blue and white car spent the night in the Rouses Point Yard on the CN connector before leaving the next day. **Canadian Railway Observations**

Fanfare Greeted Arrival of First Canal Boat; Last One Departs amid Rain, Gloom...The first boat of the Delaware & Hudson Canal Company to enter the Honesdale basin some seventy years ago was welcomed by huzzaing crowds, by the booming of cannon, and the fluttering of flags. Its coming was felt to be a harbinger of prosperity; and so it proved to be. The canal and the gravity railroad constituted the nucleus about which all other industries crystallized.

But this Company has done its work in this vicinity, and makes way for the newcomers, whoever they may be. Future local historians will find it recorded here that the last boat to leave this end of the canal, to close up its three score and ten years of navigation, was boat #1107, Capt. Frank Hornbecker, loaded in the basin on Saturday last.

It will also be of interest to said historian to know that on this dark, gloomy, rainy Thursday, Nov. 10, 1898, the last excursion train was run over the famous Gravity railroad from Carbondale to this place. Owing to the disagreeable weather, the train consisted of only five cars. No cannon, no flags, no crowds, but deep in the hearts of most of our people a sad sigh of regret.

Wayne County Historical Society newsletter; from the **Wayne County Herald** of 10 Nov. 1898

Livonia Avon and Lakeville RR's C424m 422 was not up to the railroad's standards and remained in the shop. It was still numbered 451 until late March, when it was sanded and primered. The painting took a couple of weeks and the unit was ready for service as B&H 422 in April.

C424m 452 is now in the shop and reportedly needs a lot of work. No time frame has been set for its release, but it will likely go to help out on the WNY&P when finished. Railpace

Canadian Pacific's major engineering projects...As part of CPR's ongoing commitment to providing product quality, CPR will be undertaking two major engineering programs through 2002 which will deliver long term results in service delivery performance.

• East-West Main Line Corridor (Jul-Sep 2002): CPR will be investing $20 million into the main line corridor between Montreal, Que., and Thunder Bay, Ont., which will improve operating capacity and posi-

tively impact service delivery. Fourteen siding extensions are planned between July and September 2002, which will result in a 10% increase in capacity. This significant increase in train capacity will result in better operations.

• CPR/CSX joint program (Jul-Nov 2002): CPR will be investing $14 million as part of a joint initiative with CSX in an intensive rail and tie program on eight subdivisions between Montreal, Quebec and Chicago, Ill. CPR and CSX have an ongoing investment in the corridor in order to provide seamless transit from eastern Canada to the U.S. Midwest and beyond. This program will result in better service delivery capabilities between Montreal and Chicago.

As much as possible, all required work has been scheduled so that impacts to shipments are minimized; however, there will be some minor impact to specific train schedules. Canadian Pacific

Silo mystery solved...Over the years we have all seen those huge concrete silos located close to NY Route 22 just south of Crown Point. Many of us have thought that the use of those silos was related to the Crown Point Iron Railroad, which ran on a high bank right next to the silos. Such thinking is incorrect, for the Crown Point Iron Railroad was long abandoned before concrete was used for construction of this magnitude.

In the footnotes of a book by Morris F. Glenn, "A Sketch Book of Essex County", is an explanation of these towers. Among the many industries that used the Delaware and Hudson Railroad was the Crown Point Spar Co. The local manager of the company had acquired his own mine and was selling his own line of abrasive powders. Milled spar was especially good for electrical insulators and ceramic uses. In 1932 the company was one of the largest shippers in the region. The spar mine was located a mile back from the lake shore, and the mill was located near the D&H tracks beside the five concrete silos that stand today. An overhead tramway connected the mill with the mine. The date they ceased operations is not given.

Champlain Valley NRHS **Shortline**

Vermont lawmakers in Montpelier...continue to debate the future of the commuter train between Burlington and Charlotte, VT, but it looks like commuter rail service may be coming to an end. The committee also gave its thumbs down to the start-up commuter rail service between St. Albans and Essex Junction. The *Champlain Flyer* began in December 2000, hauling as many as 14,000 riders in a single month, but by February of this year the number was down to 4,000 on the 13-mile run. The train was designed to promote less congestion on nearby highways.

Champlain Valley NRHS **Shortline**

On March 17th, Canadian Pacific train... 214 was in Saratoga, NY, with CP SD40-2 5579, 5966, 5674, Bangor & Aroostook GP38-3 353, 357, 363 and 360 for power. According to reports, the BAR GP38's were destined for the New York Susquehanna & Western Railway at Binghamton, NY. LMX B39-8 8540 was spotted in Saratoga, NY, on its way to the Connecticut Southern Railroad in East Hartford, CT, via CP/D&H, VRS, NECR and CSX.

470 Railroad Club newsletter

VMV Paducahbilt closes down..."For the long haul" was VMV Paducahbilt's proud web site description of the locomotives it overhauled or rebuilt. But the Paducah, Ky., company's own long haul - "70 years of locomotive repair experience" - appeared to come to an end April 3 when President Robert Pedersen called 264 employees together at 3 p.m. to tell them the plant was closing immediately. The company's revenues were reported to have dropped from $90 million in 1999 to $47 million in 2001, with the decline continuing this year. Pedersen was quoted as saying he was still looking for a purchaser but planned to file for Chapter 11 bankruptcy within a week. **Railway Age**

Bombardier wins orders...Bombardier Inc.'s transportation division has won two orders for railroad equipment in Italy and the United States valued at C$1.13 billion (US$724 million). Bombardier will supply the Long Island RR with 352 electrical multiple-unit commuter railcars; this follows a 1999 contract for 326 cars.

The order from Italy's state railway, Trenitalia, is for 42 electric locomotives to be used in freight service. The railroad already has 100 of these locomotives in service. Bombardier

CSX...is well on its way to reach its goal of 30 locomotive repaints a month into the new all-blue image. Priority has been to repaint ex-Conrail and EMD lease locomotives that have not been repainted into any CSX scheme. Executive train locomotives 9992 and 9993 (ex-Amtrak F40PH's) have been repainted at Huntington, WV. Huntington's goal is to repaint one unit every 1.5 days.

Colebrookdale Local, Pottstown & Reading NRHS

On May 13 CSX train Q413-13 derailed nine cars in Baltimore, MD. The CSX derailment resulted in disruptions in MARC's Camden Line commuter service. MARC was unable to move trains into position for Camden Line morning service. Passengers who could do so were urged to use Penn Line service.

On May 14 Amtrak train P097-13 powered by Amtrak P40 #50 hauling 10 passenger cars derailed at Coosawhatchie, SC. All of the Amtrak equipment stayed upright and in line. The train derailed after striking a loaded tractor-trailer transporting logs. Luckily there were no life-threatening injuries reported and no fuel spilled. R.J. Corman and Hulcher were dispatched to assist in the re-railing.

Norfolk Southern...and the Delaware River Port Authority have signed a final agreement to build a high tech rail freight yard at the old Philadelphia Navy Base. The $16 million facility will handle truck-size containers. The project, first proposed in 1997, has been delayed many times. With the final agreement signed, construction could begin as early as this summer.

The new yard will be adjacent to rival CSX's Greenwich yard and the port authority's Ameriport yard used by Canadian Pacific RR. It will give the port of Philadelphia competing service from the three major railroads. Initially, the new yard will primarily handle the transfer of containers between truck and railcars. Norfolk Southern said it might later expand the yard to handle automobiles or other freight. NS said it would take about 18 months to rebuild the 136 acres of the old Navy Yard.

Railpace

Niagara & Western New York Railroad (a tourist line) recently purchased three locomotives, two U18B's and a GP7r. The U18B's are former MEC 404 and 407, and the GP7 is former Springfield Terminal 12. The 404 has been restored to its original Maine Central green and gold paint scheme by the paint crew at Guilford's Waterville locomotive shop. The other U18B and the GP7r will be receiving the same treatment shortly. Railpace

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Boilerplate!

Clicks from the rails

Passengers had to push when Chicago, Burlington & Quincy trains were about to stall on hills on rainy days in the late forties. Male passengers were required to stand on the car steps approaching the summit of a hill and if the locomotive stalled they had to hop off and push. Tickets issued by the Elizabethtown & Somerville, now part of the Jersey Central, also carried the provision: "The passenger to assist the conductor on the line of road whenever called upon."

[*Reprinted from the Delaware and Hudson Company* ***Bulletins****, Vol. 17, 1937*]

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Learned Trade in Germany

Retired Troy Cabinetmaker Recalls Interesting Incidents in Fatherland

Police officials kept the service records of German journeymen mechanics in the late seventies and early eighties when John Hoffman, retired General Office Building Carpenter and cabinetmaker, was practicing his trade in the Fatherland. A youth's mechanical training was not considered complete until he had spent several years working in cities other than his birthplace or where he had learned his trade. When he completed his apprenticeship, he became a member of the Young Men's Mechanical Society, receiving a book which contained his police passport and identification card, the addresses of the society's headquarters in various communities, and space for entries by the police and his employers.

As soon as the young mechanic arrived in a strange community, he went to the society building to inquire for work. If employment was available and the reports of his instructor and former employers were favorable, he was hired. He then went immediately to police headquarters to report and deposit his book in which periodic entries were made by the employer and any infractions of the law were recorded. When he left that city or village his book was returned to serve as a passport and letter of reference until he found another job.

In the event of illness or injury, hospitalization was provided for from a fund to which the employer contributed ten cents a month for each of his employees, and the workmen paid five cents monthly. If the patient elected to go home for treatment, medical care was furnished and he received a cash allowance for his board

Another interesting feature of Germany's industrial history, according to Mr. Hoffman, is the Jena Optical Works, "the factory that nobody owns". This plant, in which some of the world's finest telescope and camera lenses are made, was willed to the community by the owner, who died many years ago, with the stipulation that the plant be kept in first class condition and that any profits that accrue be used for the education of German youth.

Mr. Hoffman was born at Speyertorf, in Rhenish Bavaria, January 19, 1860, the son of a mason contractor. After completing a grade school education, at the age of 14, he was sent to his uncle in Speyer on the Rhine to learn the carpenter's and cabinetmaker's trade. During the three-year apprenticeship period he received his room and board in return for his services, although his father had to pay $50 for his instruction. When he was "out of his time", he set out to find work, carrying all his worldly possessions in a knapsack on his back.

In his travels Mr. Hoffman learned a number of interesting things about German railroads. When Germany's first railroad was completed, in 1835, physicians predicted that people would be made dangerously ill if not mentally unbalanced by the sight of the landscape moving past the car windows at the terrific speed of 20 miles per hour. To avert such dire consequences, a high board fence was built along the six-mile line linking Nurnberg and Furth. When the British-built locomotive *Der Adler* (The Eagle) raced over the road the passengers were theoretically kept physically and mentally sound by looking at the board fence, or keeping their gaze within the car.

German railroad builders seemed to prefer straight level track to grades and curves, regardless of construction expense. In the 20-mile line between Neustadt, near his birthplace, and Kaiserslautern, there were 12 tunnels, the boring of which might easily have been avoided had gentle curves and grades been used instead.

Three other customs which have survived a century of German railroading are: the purchase price is printed on every ticket sold; flowers are planted around every station, as well as most other buildings; and there is a gaily decorated Christmas tree in every station during the winter holiday season.

In August of the year in which they attained the age of 20, all Bavarian boys had to report to the army medical examiners with the possibility of being drafted for military service if they passed the rigid physical and mental tests. Of the 40,000 who reported with Mr. Hoffman, half were refused. One of the eight doctors making the preliminary examination noticed that Mr. Hoffman had a "double-jointed" thumb, the result of an injury sustained during his apprenticeship. After a consultation the examiners decided that he might be fit for service in the light cavalry; however, the second medical board rejected him.

In 1885, after eight years as a traveling mechanic, Mr. Hoffman opened a shop of his own in Deidesheim, another Bavarian village, where he plied his trade for five years. Meanwhile, acquaintances writing and returning from America told of the excellent opportunities there for ambitious mechanics and, in 1890, he and his bride of one year sailed for New York on the *S. S. Lahan*, completing the voyage in what was then remarkably quick time, eight days.

Four times in the next few years Mr. Hoffman obtained work only to lose out when the firms failed in the depression of the early nineties. The first was in a street car building plant at Bath Beach, near New York, where he fitted car doors and windows. When this plant went bankrupt, he found work in a similar factory in Brooklyn which also failed shortly afterward. After still another firm hired him then closed its doors, he made application for employment at the New York office of the Gilbert Car Works, which employed 950 persons in its Green Island plant. He was hired and worked in Gilbert's coach shop until the company went to the wall, August 12, 1893.

After remaining idle for three months, he was hired by Master Car Builder Chris Koerner to work in the Delaware and Hudson's Green Island shops, building and repairing coaches, freight and baggage cars. In 1896 he was transferred to the Maintenance of Way Department, and during the following thirteen years he helped build and repair water tanks, stations, freight houses and other buildings over the entire territory from Schenectady to Rouses Point.

For several years prior to 1909, Mr. Hoffman was frequently sent to the general office building on North Pearl Street, Albany, to assist the building carpenter, Julius Reese. When Mr. Reese died in that year, Mr. Hoffman was appointed to fill the vacancy. In 1916, when the new general office building at the Plaza was occupied, he was made building carpenter, the position he held until his retirement on pension, May 1, 1935.

Mr. and Mrs. Hoffman, who have been married for 47 years, have three children: John L., of Baltimore, Md.; Mrs. Fred McKeon, of Troy; and Miss Gertrude Hoffman, who lives with her parents in their home at 395 Second Street, Troy. They are members of the St. Lawrence Catholic Church, of Troy.

Reprinted from **The Delaware and Hudson Railroad Bulletin** of October 1, 1936.

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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. (web site is bridge-line.org). If you wish to contact President Chris Shepherd, e-mail to CH952@bfn.org; for the Publications Office, use the_real_curmudgeon@yahoo.com.

Articles for the next issue of the ***Bulletin*** must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309; fax 518-374-3049) by noon the day before the first Saturday of the month (September 2002 issue deadline is August 2). Please submit articles on diskette or electronically if possible. We strongly encourage you to support *your* organization by submitting materials for future issues; only with your help can we move forward and continue to prosper.

Unless otherwise requested, please send exchange publications to Doug Barron, BLHS Exchange Editor, 29 Hungerford Rd., Albany NY 12203-4205. Meetings and Programs: contact Jack Wright (518-399-6091) or Dean Splittgerber (518-895-8557).

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This issue was mailed bulk rate (Third Class) at the Albany, NY, General Mail Facility on Tuesday, June 18, 2002. If you did not receive this copy in a reasonable time, please file a *written* complaint with the U.S. Postal Service.

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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	[ ]	$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	[ ]	$20.00 per cal. year**
Family	[ ]	$26.00 per cal. year**	Corporate	[ ]	$50.00 per cal. year**
Sustaining	[ ]	$50 per cal. year**	E-member (overseas) (see notes)	[ ]	$22.00 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 $15 covers air mail cost. 3)*** Overseas issues are sent by e-mail only. U.S. First Class postage is $10/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? _____

_____

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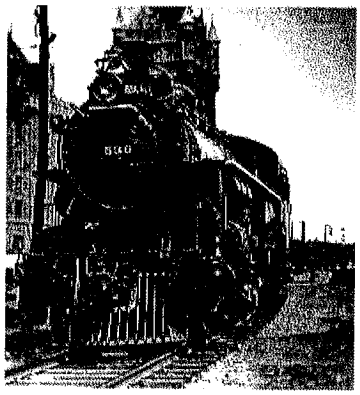


Bulletin

White Flags Edition

Motive Power Profile:
Delaware and Hudson Class E6a Consolidation

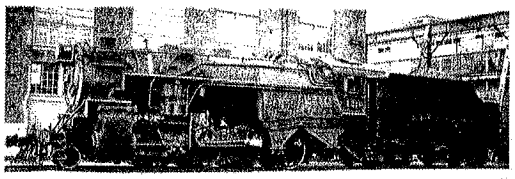
Some of the most memorable images of the Delaware and Hudson steam power were the ones left by its renowned fleet of fast, clean lined Pacific's, Northern's, and Consolidations that formed the backbone of the D&H roster, over 300 of which were acquired from 1882 to 1930. While lacking the style or grace of the later D&H steam types, the stout boilered, low drivered Consolidations were rugged, powerful machines that came to symbolize the D&H during its drag freight days.

The 2-8-0 had already established itself as the D&H's principal freight engine when Leonor F. Loree became the road's president in 1907. His approach to operations was conservative: long, heavy trains moving at a leisurely speeds behind engines that emphasized brute power and tractive force over speed. Indeed, the drag freight concept was already serving the D&H profitably, and throughout his 31 year tenure at the helm, Loree would bank on progressively larger Consolidation types to continue the trend, even at the exclusion of new motive power ideas adopted by the rest of the railroad industry.

The move toward heavier 2-8-0's got underway with the introduction of the E5 class, 90 of which (road nos. 1007-96) were built by ALCO between 1906 to 1914. These were the first D&H engines fitted with piston valves, Walschaert valve gear, and superheaters. With pronounced increases in weight, boiler pressure, tractive effort and efficiency over the previous classes of 2-8-0's, the E5's became the D&H's top freight power. But Loree was tireless in his pursuit of more powerful and efficient engines, as evidenced by his purchase of three compound 0-8-8-0 Mallet types beginning in 1910. It also led in 1916 to the construction of 2-8-0's dubbed the E6 class.

The No. 1200 (ALCO builder #55555) featured 27" x 32" cylinders, 63" drivers, 200

(Continued on page 3)



E-6a #1210 sitting outside Colonie Shops
Jim Bachorz Collection

Did You Know?

- **The first steam run was on August 8th, 1829**
- **Class H-1, 1500-1501 were the only steam locomotives purchased used**
- **No. 1403 was the only steam locomotive built in 1933**
- **The last official steam run was July 1953**

Last Trip Made Memorable: *Oneonta Friends Decorate Engine and Bid Engineer Charles Ryndes "God Speed" on Last Run of His Career*

Upward of two hundred friends and fellow associates were at the Oneonta station on Tuesday morning, March 31, last, to bid Charles ("Sliver") Ryndes, veteran locomotive engineer, "God speed" on the final trip of his railroad career. With engine No. 505 gaily bedecked in red, white and blue bunting and American flags, he left for Binghamton with passenger train No. 300, at 7:50 o'clock, amid a din of cheers and with those who made up the crowd waving hats and hands. The trip down and back was made without incident and, when he had given his engine a final inspection, he then returned to his home on a farm overlooking the railroad yards there to live a life of retirement. The bunting and flags were provided and the work of decorating the

(Continued on page 4)

The Consist

The Scoop

With this issue we begin both an experiment and a purpose. At this point, *White Flags* is planned to be an annual publication focusing on one particular subject of the D&H. Future issues may include Freight Cars, Non-Revenue Cars, Track and Signals and many other aspects of the D&H. The success of these will be in relation to the amount of material that we (the Publications Office) are able to gather either from the BLHS Archives and/or what you are able to send in. If there are articles, photo's, drawings you would like to submit, please let us know. If the articles are previously published (i.e.: Trains, Railroad, Railfan & Railroad etc.) please mention that also as we will need to have copyright releases before we can reprint them. If there is an area that you would like to see covered, again, let us know.

These issues are not intended to be the "last word" either. In fact, in putting this issue together, I have found that there is enough material for at least one more issue. Of course, by adding more photos, the issue will be larger, that is why we are experimenting with a special issue. Maybe some of the features will be added to the regular *Bulletin* but publishing *White Flags* gives us a way to try different ideas and see how they look in print. This is why I have "departed" from the *Bulletin* format. But, even this may be changed as the issues progress, due to your input, ease of layout and the all popular, can the printer do it and what restrictions do they have.

I would like to thank Jim and Barb Bachorz for the time they put in helping me proof reading and other "feedback" they gave me. Also thank you to Jim Odell for allowing me to use some of his collection for this issue.

USPS Required Notice

The BLHS is chartered by the Regents of the University of the State of New York and has 501 (c)3 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.

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Motive Power Profile

(Continued from page 1)

lb. boiler pressure, and 267,800 lbs. of engine weight on drivers. These were noticeable increases over the E5's but the most impressive increase was its hearty 63,950 lbs. of tractive effort (in contrast, the best E5's produced 56,900 lbs.). The 1200 was initially designed to burn a form of powered coal that was a byproduct of coal breaker processing. It was a way to use a product which would otherwise go to waste, a reflection of Loree's passion for efficiency. This setup was unsuccessful, as the coal powder produced several flashback ignitions inside the cab, and was soon discontinued.

Powered coal problems notwithstanding, the powerful E6 was successful in its assignment to the D&H Pennsylvania Division. In charge of the 1200, trains heading over Ararat Mountain, north of Carbondale, were over 400 tons heavier than other engines. Satisfied with the performance, the D&H placed a $1,260,700 order with ALCO for 20 similar engines, which were delivered in 1918. The new engines wore road numbers 1201 through 1220 and were designated class E6a. Differences between these and prototype 1200 were a 210 lb. boiler pressure, 196,000 lb. engine weight (2,400 more than the E6). The E6a's were assigned to the Penn Division, where they were rated at hauling 1550 tons unassisted over Ararat and Yatesville Hill, north of Wilkes-Barre.

The decision to purchase was, however, not a unanimous one among the D&H officials. J.H. Manning, the motive power Superintendent, and G.S. Edmonds, head of the Colonie Locomotive Shops, were interested in seeing the D&H instead go with the 2-6-6-0 articulated for service south of Mechanicville, NY. They felt such a design would be faster, and more powerful and easier on the curves than the larger 2-8-0, while at the same time, increasing tonnage and improving running times. This, however, ran counter to the conservative ways so favored by President Loree, and the proposal was quietly shelved.

In 1937, the 1219 had become the world's first engine to carry an all welded boiler.

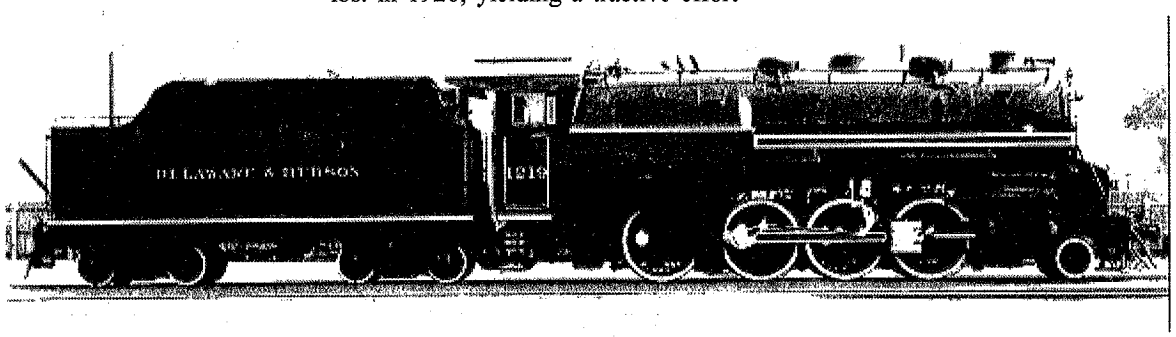
The arrival of the E6a's in 1918 was well timed, for now the United States had entered into World War I, with the new engines a welcome boost in moving additional wartime traffic. Like other American railroads, the D&H was under control of the federal government during the hostilities. Among other things, the government designed a standard set of locomotives to be built during the war. The D&H and the E6a's were excluded from the regulations because the anthracite coal used by the D&H required use of the wide Wooten firebox, which the government designs did not have.

The big 1200's would go through the next 30 years with few modifications. E6 1200 had its boiler pressure raised to 200 lbs. in 1918 to match the E6a's. All the 1200's raised to 215 lbs. in 1926, yielding a tractive effort of 68,800 lbs. In 1937, the 1219 had become the world's first engine to carry an all welded boiler. The elimination of a conventional boiler's rivets was intended to be lighter, easier to maintain, and less prone to corrosion. Along with sporting D&H's famous smooth boiler recessed headlight styling, the rebuilt 1219 generated 225 lbs. in boiler pressure and a stout 72,000 lbs. of tractive effort.

The E6a's remained the leading power on the Penn Division until 1942, when 15 new 4-6-6-4 Challengers (nos. 1520-34) were assigned there. The first 20 articulated's, built in 1940, ran on the Susquehanna Division between Mechanicville and Binghamton. While these new engines took over work once monopolized by the 1200's, the big Consolidations were still a fixture of this rugged division. For one thing there were no Challengers based in Wilkes-Barre, the division's southern terminus, due to the clearance restrictions and lack of turning facilities. Also, the new D&H power, such as the Northern and the high speed E5a Consolidations (nos. 111-22, built 1926-30), usually stayed off the Penn.

Even in the twilight of D&H steam, the E6a's were still hard working engines, often laboring in concert with Challengers, 0-8-8-0's and even ALCO diesels in moving the heavy coal drags. But those diesels, which the D&H bought in earnest after World War II, would ultimately doom the big 1200's. The first to go was #1202 in 1951, and by 1953 all the E6a's were stricken from the roster.

[*This item originally appeared in the newsletter of the Southern Tier RRE*] From the January 1994 ***Bulletin***



From the BLHS Archives; 1219 sitting for an official photograph outside Colonie Shops (NY) note the air horn in front of the stack. Originally built in 1918, "she" was rebuilt in 1926 and again in 1937, receiving the first all welded boiler. "She" lasted until the end on steam on the D&H, 1953.

Last Trip Made Memorable

(Continued from page 1)
engine done by members of the Motive Power Foremen's Association on the Susquehanna division as a testimonial of the esteem in which they hold Mr. Ryndes.

With fifty years of continuous service, having entered the employ of the Company on March 22, 1875, he stood at the head of the Engineers' roster of the Susquehanna division. Incidentally, all of the members of the train's crew, with the exception of the fireman, Mark Finch, are men of long service. Clarence U. Berner, baggageman, who heads the Trainmen's roster, began work on December 16, 1882; John Bell, conductor, third in point of service among the conductors on the division, started with the Company on March 18, 1883; and Oliver Davis, sixteenth on the Trainman's roster, has been on the road since January 14, 1890.

From the D&H Bulletin, May 1925 .

Nickel Now Adorns the "604"

Being equipped with an engineer's steel cab of the very latest design, it differs in this one respect from the "606".

With the return to service of the 604 recently, our fleet of nickel-plated locomotives was increased to three. Resplendent in its new regalia of nickel and polished steel, outstanding against a background of deep black, it is the equal of the "561" and the "606" in appearance and a distinct credit to the workmanship of the mechanics in the Colonie shops where it first received a thorough overhauling, better known to those directly interested in such work as S3XFT repairs. It is now running between Albany and Montreal, on trains Nos. 9 and 10 and opposite the "606", and acquitting itself in a way to bring credit to our service.

That the scheme of nickel-plating is not designed for show purposes, is to be found in the fact that, as in the case of the other two locomotives, it has been made to include the fittings inside the cab seen only, as a rule, by the engineer and the fireman. The effect, it has been noted, is to encourage neatness and if an engineer of the day when immaculate engines were not alone the rule but were insisted upon by the men of his class, was to return he would find himself very much at ease in any one of the locomotives comprising the nickeled fleet. Not only do the crews assigned to these locomotives take great pride in their neatness, but they are joined by roundhouse and other employees in maintaining them as models in this respect.

No pipes intercept its graceful lines above the footboard on the right side, while on the left side only the injector pipe, now brightly polished, is to bee seen; special polished steel jackets, with seams finished with brass rivets, cover the boiler and cylinders, and footboards and all tires have been trimmed with aluminum paint. Being equipped with an engineer's steel cab of the very latest design, it differs in this one respect from the "606".

All motion work parts and all main and side rods are draw filed and polished, and the following parts are nickel-plated: Boiler fittings inside the cab, including throttle lever and reverse gear wheel; headlight and headlight shelf angle irons; footboard angle irons; number plate rim and numerals; front rail on smoke box; flag and lamp post brackets; port hole covers; boiler checks; bell; washout plug covers; air pump governor; injector steam pipe brackets; star washers and nuts on cylinder casings; guide oil cups, and covers over cylinder port plugs.

In the boiler shop the boiler received a new throat and back flue sheet, a set of small flues and a set of superheater flues, while the engine work included the application of new driving axles, two new driving boxes, new tires, a complete set of crank pins, new guides, new side and main rods equipped with solid main rod floating bushings, new piston rods and heads, new crossheads, new non-lifting injectors, while in the tank shop the tender trucks were given a general overhauling and the tank painted and varnished.

From the Special Issue BLHS ***Bulletin*** (December 1990).

Old Locomotives

A list of the names and the numbers operating on the Pennsylvania Division fifty years ago compiled according to the best recollection and records available to W.E. Anderson of the Engineering Department in Albany and John R. Atherton, Paymaster of the Hudson Coal Company, Scranton, Penna., will, no doubt, bring up a world of memories in the minds of those who worked on or around these engines at one time or another. In submitting the list for publication in *The Bulletin*, Mr. Anderson remarked that there were probably some additions and corrections that might be made by employees who might read over the names.

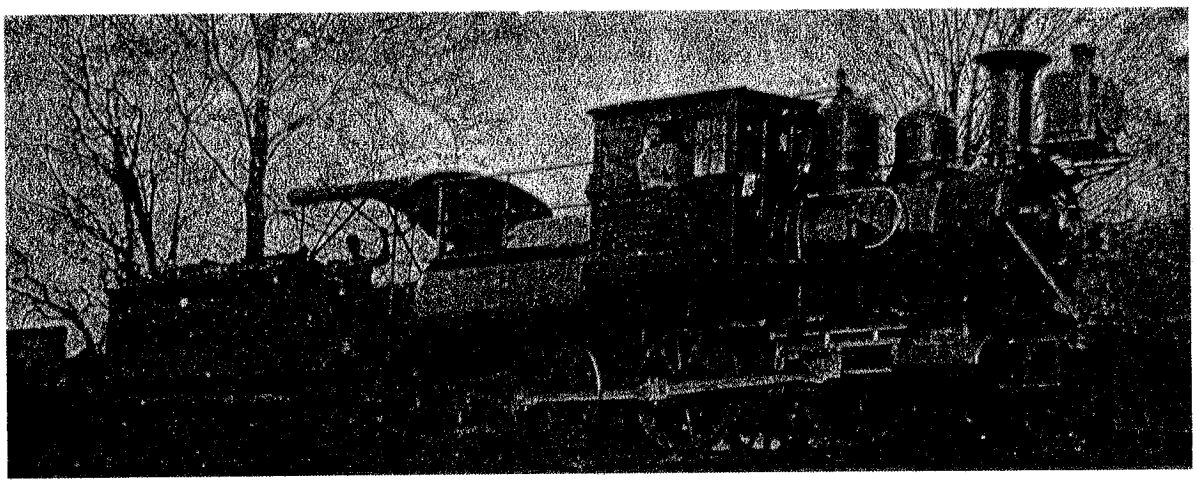
With the exception of *Major Sykes*, originally a four-wheel switcher later rebuilt with six drivers, *Lackawanna*, another six-wheel switcher, and *Honesdale*, a four-wheel switcher, the remaining engines were all built for road service. Only four, *Harwood V. Olyphant, E.A. Quintard, R. Manville*, and *A.H. Vandling*, were of the 4-4-0 or American type, generally used for passenger service. The remainder were all of the Mogul or 2-6-0 type, suitable for use in either passenger or freight trains although chiefly used in the latter. All of these classes are now generally considered obsolete for main-line train operation.

The names of the various motive power units were selected by Thomas Dickson, head of the Dickson Locomotive Works.

The names of the various motive power units were selected by Thomas Dickson, head of the Dickson Locomotive Works where the engines were built, and also President of The Delaware and Hudson Canal Company from 1869 to 1884. It will be noted that Locomotive No. 2 is named *Harwood V. Olyphant*. This was really the second engine of this number, the first No. 2 having been called *C.P. Wurts* after the fourth man to occupy the position of chief engineer with the company.

1 Major Sykes
2 Harwood V. Olyphant
3 Honesdale
4 Lackawanna
5 S.A. McMullen
6 Mill Creek
7 E.A. Quintard
8 J.J. Albright
9 Sany Turnbull
10 R. Manville
11 James Dickson
12 Coe. F. Young
13 Charles N. Talbot
14 Plymouth
15 Willie Olyphant
16 George L. Dickson
17 J.B. Van Bergen
18 Pierce Butler
19 A.M. Atkinson
20 George F. Wilber
21 A.H. Vandling
22 Fuller
23 James P. Dickson
24 John T. Kensett
25 R.L. Kennedy
26 Colonel Cannon
27 J.J. Astor
28 J.M. Halstead
29 James R. Taylor
30 W.J. Hoppin
31 H.A. Fonda
32 E.J. Woolsey
33 A.A. Low
34 Normanskill
35 James Roosevelt
36 Robert S. Hone
37 John B. Smith
38 Charles Parrish
39 Rob Roy
40 T.F. Torrey
41 Rattler
42 Rover
43 S.H. Dotterer
44 Vulcan
45 Mars
46 Hercules
47 Neptune
48 Mercury
49 Chingachgook
50 H.M. Olmsted
51 Huron
52 Magna
53 Oneida
54 Mohawk
55 Wyandotte
56 Lauder
57 Leader
58 Melrose
59 Selkirk
60 Greenlaw

From the D&H Bulletin
February 1934.

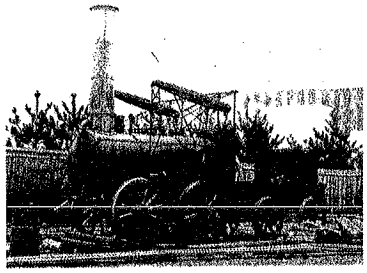


No.. 61, built on 6/4/1886, was the first Camelback 2-6-0 on the D&H, renumbered 204 in 1899, was struck from the roster by 1907.

Bulletin
White Flags Edition

August 2002
Volume 12 Number 8

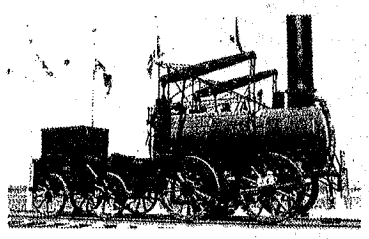
"Stourbridge Lion" Runs Again *In Replica Built for Chicago's "Century of Progress" Exposition*



"Fireman's" side of the *Stourbridge Lion,* outside of the Colonie Shops (NY).

Jim Odell Collection

As a part of the Delaware and Hudson exhibit at the Chicago Century of Progress Exposition, a replica of the *Stourbridge Lion* has been built at the company's Colonie Locomotive Shops.



"Engineer's" side of the *Stourbridge Lion.* Location Unknown.

Jim Odell Collection

The Century of Progress, for which the 1933 Chicago Exposition has been named, takes in the entire history of American Railroading with but very little extension of its hundred-year span. Likewise it includes the period of steam locomotive operation in the Western Hemisphere, from the day when the Delaware and Hudson's *Stourbridge Lion* made its epochal trip as the first locomotive to operate on an American railroad, to the completion of the *L.F. Loree*, the world's most modern prime mover, for the same company.

Built by Foster, Rastrick and Company of Stourbridge, England, as one of a lot of locomotives ordered by this company in 1828 for operation on its new line from the anthracite fields of northeastern Pennsylvania to the canal terminus at Honesdale, Pa., the *Lion* made its first trip August 8th, 1829. Although the specifications called for a weight of 5 tons, the completed machine was found to weigh nearly 8 tons, too much for the soft hemlock stringers which served as rails to bear, although the running surface was protected by straps of wrought iron 2-1/2 inches wide and 1/2 inch thick.

The line out of Honesdale, on which the trial trip of the *Lion* took place, was straight for about 600 feet parallel to the canal. Then it crossed the Lackawaxen creek on a trestle thirty feet high, on a curve nearly a quarter of a mile long and having a radius of 750 feet. Straightening out again, it entered the virgin forest.

Having some doubts as to the ability of the trestle to stand imposed upon it by the passage of the locomotive, Horatio Allen, who has supervised the construction and erection of the *Lion* both in England and in this country, insisted that he alone would risk the danger. With the rash courage of a man of but 27 years, Allen pulled the throttle wide open and the locomotive moved out onto the quaking trestle, rounded the curve in safety, and disappeared from view in the forest. About a mile further, at Seeleyville, a highway bridge across the line was too low to permit the passage of the *Lion's* tall smoke stack, so she retraced her "steps" and returned to Honesdale without incident.

Subsequent attempts to strengthen the track structure by the addition of hardwood strips on top of the hemlock stringer-rails failed to make it stout enough for locomotive operation, and, after a second trial on September 9th, the *Lion* was removed from the rails and stored alongside the track, a rude covering of boards protecting it but slightly from the weather. In 1849 it was moved to the Company's shops at Carbondale. Here the boiler was put to use, and many of the other parts were adapted to other purposes. Twenty years later the boiler was superseded by one of higher power and sold for junk. Fortunately it was located in the foundry yard of Lindsay and Earl and that firm deposited it with the Smithsonian Institution in Washington, June 18, 1889. A number of other parts of the *Stourbridge Lion* have also been collected there and the locomotive has been partially reconstructed.

As a part of the Delaware and Hudson exhibit at the Chicago Century of Progress Exposition, a replica of the *Stourbridge Lion* has been built at the company's Colonie Locomotive Shops.

Drawings for the replica were prepared from data taken from blueprints of the *Agenoria*, sister locomotive built in the same year, and obtained from Kensington Museum in London, as well as from a drawing of the original locomotive made under the direction of Professor Renwick of Columbia College (now University) in 1829. These, together with the actual boiler, cylinder and walking beam now in the Smithsonian Institution in Washington D.C., made it possible to prepare a design from which the shop forces could build the counterpart of the original locomotive.

The boiler is of the "internally fired" type, the furnace being entirely surrounded by water. The firebox is circular, about 29 inches in diameter and 4 feet long. The gases are conducted to the front end of the boiler through the two circular flues which are joined at the front under the stack. Ashes are removed through the fire door and conveyed to a flattened funnel, projecting downward thru the deck to drop the ashes between the rails. The locomotive is designed to burn anthracite.

The cylinders are mounted vertically at the rear of the

(Continued on page 7)

"Stourbridge Lion" Runs Again

(Continued from page 6)
boiler at either side. Pistons, with a 36 inch stroke, connect at their upper ends with a horizontal walking beam, no point of which is fixed in position, its forward end being attached to a vertical swinging link, so that its path of motion is quite complicated. The main driving rods are hung vertically from a point one-quarter of the way in from the rear end of the walking beams. Consequently, the *Lion* in operation resembles a gigantic grasshopper.

The driving wheels have cast iron hubs and wood spokes, except those to which the crank pins are applied, these being of iron. The fellies are also of wood. A wrought iron retaining band is shrunk on over the fellies, holding the wheel firmly together and over this is finally shrunk a wrought iron tire, having a width of 4" and being 3/4" thick at the tread.

That was probably the first feed water heater in America is the tightly covered wooden box beneath the boiler and surrounding the junction of the two exhaust pipes from the cylinders with the single exhaust pipe leading to the stack. On the original, this was improvised by Horatio Allen while the locomotive was being prepared for the trial run. Cold water, conveyed from the tender thru a leather pipe, enters this box at the bottom and entirely surrounds the heated exhaust pipes. Water is then pumped from the heater to the boiler, the pump being actuated by a rod connected to a walking beam.

The boiler is equipped with two safety valves, one of the lever and weight type, the other within the casting directly in back of the stack; the reason for the latter being to provide a safety valve which could not be tampered with by the engineman.

One noticeable difference between the *Stourbridge Lion* and the modern locomotive becomes apparent when it is necessary to reverse the direction of motion. Two separate reversing devices are provided, one for the right valve and one for the left.

Built to the 4 foot 3 inch gauge of the Gravity Railroad, the *Lion* cannot operate on standard gauge track.

In building the replica all iron parts have been hand forged to duplicate the workmanship of the original and the same care has been exercised with respect to all the detail parts used in the construction in order that a true replica might obtain. In the new work, for example, the rivets have been made to accord with those of the actual boiler in the Smithsonian Institution, some of them being slightly out of line, with heads of irregular size due to hand forging.

The tender likewise has been finished to correspond with that of the regular Gravity Railroad car which was taken from service for the trial trip. The wheels of this car are of interest as they are made by casting wrought iron spokes in cast iron hubs and rims, the spokes being slightly curved to allow for contraction in cooling.

From the D&H Bulletin May 1933.

Built to the 4 foot 3 inch gauge of the Gravity Railroad, the *Lion* cannot operate on standard gauge track.

World's First Welded Locomotive Boiler

To announce that The Delaware and Hudson has recently placed in service the world's first fusion-welded boiler is to invite the question, "Why?". In its proposal to construct the boiler, in order to obtain the permission of the Chief Inspector of the Interstate Commerce Bureau of Locomotive Inspection, the Corporation sets forth the following advantages of welding over the customary riveted joint construction:

1. Reduction to a minimum of caustic embrittlement.
2. It is stress relieved.
3. Smooth interior easier to keep clean.
4. Pitting dangers reduced.
5. Weight reduction.
6. Reduced maintenance cost.
7. Elimination of concentrated stresses at rivet zone, hence a freer breathing boiler.
8. Improved design is made possible.

Caustic embrittlement in boiler plates is caused by the combined action of stress and chemical attack by the water in the event that, as is quite

(Continued on page 8)

World's First Welded Locomotive Boiler

The boiler shell and outside firebox unit is unique in that it is built up from only four sheets of steel.

(Continued from page 7)

often the case, it contains sodium-hydroxide or caustic soda. No steel suitable for boiler plate has yet been found which is resistant to the action of caustic soda. Embrittlement cracks, which are usually located in or close to riveted seams, present a source of trouble in the maintenance of locomotive boilers. While chemical treatment of the boiler water may decrease embrittlement to some extent, it is impractical to completely overcome it in this manner. By eliminating the riveted seams the usually serious zone of embrittlement is removed, greatly lessening the possibility of the occurrence of this phenomenon.

In the construction of a riveted boiler the operations of rolling the various curved sheets from flat plate while cold, the heavy pressure required for the driving of rivets, and the shrinkage of the hot driven rivets as they cool, set up stresses between the various parts of the boiler and within the metal itself. Caulking of the outer edge, or welt strip of the riveted joint, and the rivet heads may also set up a stress condition later manifested by the development of incipient cracks in the metal surface.

Replacing the riveting by welding eliminates this cause of sheet cracking, as it does pitting of the plate adjacent to the usual caulking edges. Where riveting requires the use of two, and sometimes three, thickness of overlapping metal to provide joints of ample strength, only a single layer is needed when welded, thus effecting a saving in weight of 3,780 pounds in this particular case, a major consideration in modern locomotive design.

The welded boiler should very materially lower maintenance costs. This results from the elimination in the welding process of most of the operations which set up stresses in riveted structures, and from the final annealing which reduces and such stresses as may exist.

With this brief explanation of the "why" of the welded locomotive boiler, let us pass on to the infinite precautions which were taken to insure that every detail of design, construction, material and workmanship was of the highest possible order.

The boiler shell and firebox are of silicon killed steel made by the open hearth process, cast into ingots with special "Hot Tops." The ingots were first rolled into slabs, then chipped to remove surface imperfections, after which they were reheated and rolled into plates. The tubes and flues are of Electrunite steel.

The boiler shell and outside firebox unit is unique in that it is built up from only four sheets of steel, the back head, wrapper sheet, throat sheet and a single sheet which forms the entire barrel course. The front tube sheet, firebox, smoke box and steam dome are also welded in place, although one row of staybolts extending through the Wilson-type mudring acts as a reinforcement to the welding around the bottom of the firebox. This type of ring lends itself to the welded construction especially well, since all welding can be done from the outside. The U-shaped cross section of the ring also facilitates the removal of accumulated scale from the space around the bottom of the firebox at washout periods.

When the various sheets had been shaped in the usual manner by rolling or by flanging presses, sub-assemblies of the barrel course and dome, wrapper sheet, back head and throat sheet, etc., were bolted up and clamped in position, allowing proper spacing to provide for the welds. Where practicable, test plates were located on prolongation of the welds and so clamped in position that they were joined by the extension of the weld. Tensile and bend tests subsequently carried out with these plates and the included specimen welds were used to determine the quality of the work. As a further check, specimens of the metal from the weld were tested as to their specific gravity. In addition, radiographs, or X-ray photographs were made of the welding throughout the boiler in order to insure against the inclusion of slag or the presence of

(Continued on page 9)

World's First Welded Locomotive Boiler

(Continued from page 8)
cavities in the weld metal. It was possible to detect cracks, zones of incomplete fusion and porous welds by this means.

All internal attachments were seal-welded in such a way as to prevent the entrance of water in between them and the shell proper, and all internal surfaces were kept smooth and unbroken by stud or rivet holes as a further protection against corrosion or embrittlement.

Upon completion of the shell and outside firebox unit it was shipped to the plant of The Combustion Engineering Company, Chattanooga, Tenn., where, in one of the two largest annealing furnaces in the country, it was stress relieved. This was done by slowly heating the metal to a temperature of between 1100 and 1200 degrees Fahrenheit, thermocouples at a dozen different points on the surface of the boiler being used to indicate the variation in temperature throughout. After four hours of "soaking" at this temperature, the steel was allowed to cool gradually to room temperature.

Following the application of the firebox, flues, tubes and appurtenances, the complete boiler was subjected to the usual hydrostatic and steam tests prescribed by the I.C.C. Rules and Regulations, excepting that the hydrostatic pressure was increased to 1-1/2 times the working pressure.

Great care was used to insure against the existence of internal stresses in the finished boiler, provision being made for their relief at various points in the course of construction in addition to the final operation referred to above.

In order that the welding might be done downward, special apparatus was devised to support the boiler while under construction in order that it might be resolved as necessary. Taking of the radiographs also necessitated swinging the welds into position before the "camera," the boiler being revolved to accommodate it.

No studs or rivets were applied to the boiler shell with the exception of the rivets used for the attachment of the boiler brace feet. Pads or flanges were welded to the boiler and drilled and tapped as needed to accommodate washout plugs and boiler check valves. Stud hubs were welded to the shell for the application of handrails and sandboxes. Strict rules prohibited the drilling of any holes within certain minimum distances from the welds, the location of which was marked on the finished boiler by painting lines on its surface, as guide during the construction of the locomotive, so perfectly did the welds blend with the appearance of the surface of the sheets.

After mounting on the frames, the boiler was used in stationary service for a period of six weeks.

After mounting on the frames, the boiler was used in stationary service for a period of six weeks, a temporary stack being applied for the duration of that period, at the end of which the construction of the locomotive was completed.

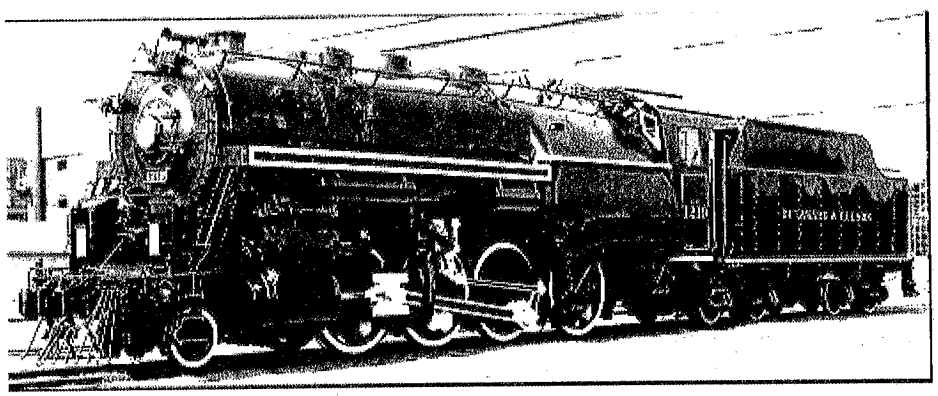
Special provision is made for the removal of the jacket and lagging surrounding the boiler so that all seams may be examined quarterly during the first year in service, semi-annually during the second year, and then annually thereafter for a period of five years.

The boiler is of the wide firebox, conical, radial stayed type, with a sloping back head, designed to operate at a working pressure of 225 pounds per square inch.

The boiler was mounted on the chassis of Locomotive 1219, Class E6A, reconstructed by the Colonie Locomotive Shops. Among its distinguishing features are the headlight which, instead of resting on a projecting shelf, is neatly set into the smoke box front as is standard practice on The Delaware and Hudson's new power. Two air compressors are mounted on the forward deck below the smoke box and an air-operated whistle is located in front of the stack.

A unique feature is the

(Continued on page 12)



At the Colonie Shops (NY), we can see the Fireman's side of 1219.

BLHS Archives

Early Steam Locomotives of the Delaware & Hudson Gravity Railroad

by Graham R. Lobb

The Delaware and Hudson Canal Company on August 8, 1829 ran the first successful steam locomotive in North America. It was at Honesdale, PA, in northeastern Pennsylvania, near the D&H's canal. Company engineer Horatio Allen, an assistant of John B. Jervis, Chief Engineer, was at the throttle of the British import, *The Stourbridge Lion.*

But Chief Engineer Jarvis and other D&HC.C. officials agreed *the Lion* was too heavy for the combination of iron clad British rails mounted atop native hemlock stringers. Plans were changed and construction rushed to complete a Gravity Railroad from Honesdale to the D&H mines at Carbondale, a distance of 16 miles across the Moosic Mountains in the Lackawanna River Valley.

Horses would now pull five company coal cars on the level planes between Honesdale and Waymart. Then, stationary steam engines would hoist the cars over the mountains of northeast Pennsylvania.

Engineer Allen left Honesdale soon after the first trial. Some historians indicate a second trial in September of that year, but I've found no recorded evidence. Next, Mr. Allen was associated with *The Best Friend of Charleston* in South Carolina. Later, he would become President of the Erie Railroad. After he retired, Horatio Allen returned to the scene of the historic run at Honesdale. He commented to local newspaper editors, who reported his recollections.

The increased demand for anthracite coal brought on by the Civil War, 1861-1865, increased the already urgent need to ship more coal to market. However, the D&H Canal was closed in the bitter winter months. The Erie Railroad had penetrated the region in 1847, and then constructed a branch to Hawley from Lackawaxen in 1863.

The *C.P. Wurts,* named for one of the founding Wurts brothers.

Now, the rival Pennsylvania Coal Company began to ship its hard coal from the Pittston area mines to Hawley. At first, the coal was transshipped by the D&H Canal to Rondout on-the-Hudson. Soon, the PCC tired of toll charge problems with the D&H C.C., and started to ship coal from Hawley to Lackawaxen on the Erie's branch line.

The Canal Company began to improve its gravity railroad, which soon handled two million tones of anthracite shipped in the years after the war.

Then railroad lines were built to handle steam locomotives south from Carbondale into the Lackawanna Valley to Olyphant and Providence (Scranton). At the same time, steam was put in use on the gravity railroad's level between Honesdale and Waymart.

Some of the early locomotives have become subjects of postcards issued by the Wayne County Historical Society. On the first, D&H C.C. #4, *The Lackawanna*, is depicted at Honesdale alongside a string of gravity coal cars. In the background is a huge anthracite pile awaiting shipping by the canal. *The Lackawanna*, a 0-6-0, was built by Dickson Locomotive Works of Scranton.

The second postcard depicts the *C.P. Wurts,* named for one of the founding Wurts brothers. Engine #2 was renamed the *Harwood V. Olyphant*, and was a 4-4-0 wood burner. It should be noted a town in the Lackawanna Valley was named Olyphant.

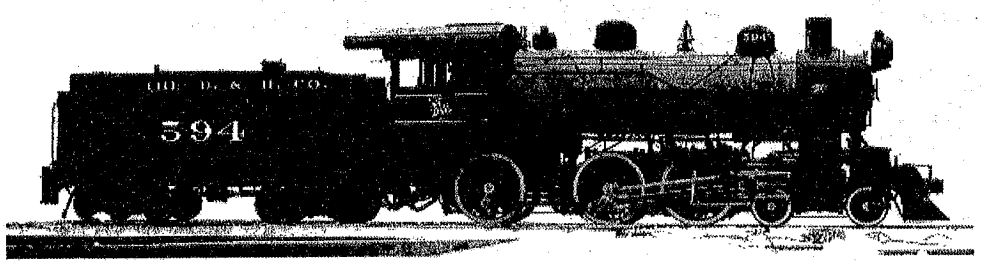
Another D&H C.C. engine, 19, was named *A.M. Atkinson.* This was after Asher M. Atkinson, who was General Manager at Honesdale until his death. He was the brother of my great-grandfather, George W. Atkinson.

From its beginnings on the D&H Canal, the railroad system was slowly taking shape. In 1870 the D&H, using the Jefferson Railroad charter, built a line from Carbondale over Ararat Mountain to connect with the Erie Railroad at Lanesboro near the famed Starrucca stone viaduct. The Erie then was granted trackage rights over the line into the Susquehanna River valley.

The D&H Gravity RR was abandoned for a new Honesdale steam branch from Carbondale at the turn of the century. The gauge was standardized from the original 4 ft 3 inch gauge, which the *Stourbridge Lion* ran on in 1829.

The Wayne County Historical Society has offices and a museum on Main Street in Honesdale, PA. These buildings were formerly used by The Delaware and Hudson Canal Company. The WCHS's address is P.O. Box 446, Honesdale, PA 18431.

From the April 1993 BLHS ***Bulletin***



No. 594 poses for the builder (ALCO/Schenectady) in 1911. One of a total of 51 "Ten Wheeler's" for the D&H, "she" was one of five that was able to burn both soft coal and oil.

BLHS Archives

Experimental Locomotive 653

The application of the rotary cam poppet valve gear on Locomotive 653 has solved one of the greatest problems faced by locomotive designers, the locomotive now combining horsepower, tractive effort and speed with economy of operation. Through the use of a series of 16 cams it is possible to obtain many benefits of compounding without complications. When under way "the 653" can operate at as little as 5 percent cut-off, that is steam enters the cylinder only during the first 1/2-inch of movement of the pistons in either direction, it being used expansively during the remainder of the 32-inch stroke of the piston. Although the locomotive produces 59,500 pounds tractive effort (which equals that of many freight locomotives). it will run at a higher speed than the curvature of The Delaware and Hudson line will permit.

These instances of the perseverance of the Management in its policy of continuing to offer some work for all employees explains why The Delaware and Hudson has spent 58 per cent of its income for wages as compared with 43 per cent average for all Class 1 roads.

From the D&H Bulletin Oct. 1934.

Locomotive designers during recent years have been striving to increase the operating efficiency

Latest Addition to Our Passenger Motive Power *Poppet Valves Distinguish Locomotive 651, Newest product of Our Colonie Shops, Which is to be Assigned to Trains Nos. 34 and 35 in Montreal - New York Daylight Service*

The success of Locomotive 652, a description of which appeared in *The Bulletin* of June 1, 1929, in performing the work required of it in handling one "side" of our fast Montreal - New York day train, *The Laurentian* has led to the construction of a running mate, Number 651, which, to the casual observer is identical with the original experimental type. There is however, one radical difference and that is in the valves which control the steam distribution to the locomotive cylinders.

Locomotive designers during recent years have been striving to increase the operating efficiency of their product in various ways. Compounding of steam pressures, long a standard practice in Europe where fuel is very expensive, was abandoned in America with the coming of the superheater as maintenance costs of compound locomotives were felt to be out of proportion to the benefits derived from the more efficient use of the steam which resulted from compounding.

Modern operating efficiency, however, demands improved performance by motive power as well as every part of the railroad organization. To this end boiler pressures are being increased, superheater re-designed, and improvements made in throttle valves and pipes to decrease resistance to the passage of the steam, as this reduces its capacity for doing useful work.

Prior to the introduction of the superheater and its accompanying high steam temperatures, the slide valve and Stephenson link valve gear, driven from eccentric cams located on the main axle between the engine frames, were in general use. Increasing size of locomotives necessitated the enlargement of valve gear mechanism parts to such an extent that this arrangement became too cumbersome for use. A Belgian engineer, Walschaert, then devised the system of cranks and levers driven jointly by the movement of the main crank pin and the locomotive crosshead, which is in general use today as the Walschaert gear.

In order to overcome difficulties experienced with the slide valve when working superheated steam, a new design consisting of a spool-shaped piston valve, was developed. While fairly satisfactory this type was far from being perfect as a steam distributing element, maintenance cost being considerable due to wearing of the rings and valve chamber bushings which, if not attended to resulted in steam leakage and loss of power.

Just as throttle valve designers turned from the piston type of valve to the poppet so the designers of steam chest valves sought to make use of the same device.

The Lentz Poppet Valve in combination with the Walschaert gear with which Delaware & Hudson Locomotive 651 is equipped consists of four poppet valves, one inlet and one exhaust valve at each end of either cylinder, somewhat similar to those used in most internal combustion engines used in automobiles. The locomotive valves are, of course, much larger and their construction differs from the usual "mushroom" shape in order to make them strong enough to control the pressure of 275 pounds per square inch which the boiler of this locomotive delivers.

The valves are operated by a cam shaft, just as in an automobile engine. This shaft is caused to rotate, or rather oscillate, by the movement of the valve rod which connects the valve crosshead to a lever arm on the end of the cam shaft. (With the piston or slide valve this valve rod

(Continued on page 14)

World's First Welded

(Continued from page 9)
double running board arrangement at either side of the boiler barrel. Between the upper and lower sections is placed the piping which is usually either exposed to full view or, as in recent Delaware and Hudson practice, concealed beneath the jacket. By removing the upper section the piping becomes readily accessible for inspection or repair.

In order to avoid all possible stresses in the boiler the expansion sheets commonly used to support the firebox have been replaced by sliding shoes which move in an oil bath through a distance of 5/8 to 3/4-inch as the boiler changes in temperature.

Difficulty sometimes experienced with cracked guide yokes or the angles by means of which they are secured to the boiler or frames has been avoided by the use of "Slidguide," a patented device which relieves the stresses in the crosshead guides and cylinders as they expand and contract.

Since studs and rivets ordinarily used to fasten attachments to the boiler shell have been eliminated, the running boards are supported by brackets carried by the main frames.

An air-operated bell-clapper, mechanical force-feed lubricators and special mechanical lubricators for the air compressors, steam-operated cylinder cocks, and the English-type cab standard on Delaware and Hudson power will also be noted. No. 1219, which is of the Consolidation type (2-8-0), carries 225 pounds of steam, and has 27- by 32 inch cylinders and 63-inch drivers.

In service between Oneonta, N.Y., and Wilkes-Barre, Pa., "The 1219" has already been the subject of much favorable comment regarding both appearance and performance.

From the D&H Bulletin November 1937.

Powerful Mallet Type Engine Arrives in Local D. & H. Yards

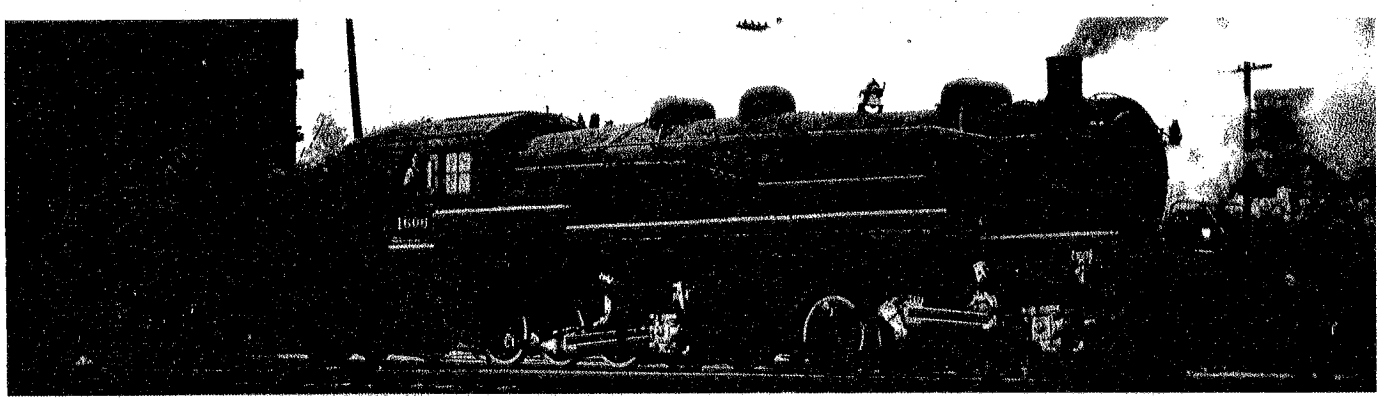
Oneonta railroad men were interested yesterday in the arrival of the new Mallet articulated compound engine, built for the D. & H. railroad by the American Locomotive Works at Schenectady, and designed for pusher work on the heavy grades of the Pennsylvania division. The machine is said to be the most powerful locomotive in the world and was guided into the city shortly before 4 o'clock yesterday by Edward Slingerland of Schenectady, one of the most efficient engineers on the system. It was admired by a large crowd who had received news of its promised arrival, and from the station was taken to the local roundhouse, from where it will start early this morning for its destination.

Just a few figures will convince the mechanician of the wonderful ability of the iron monster. Its weight, exclusive of the tender, is 442,000 pounds – over 200 tons – with a tractive power of 106,000 pounds. The high pressure cylinders are 26 inches by 28 inches with the low pressure cylinders measuring 41 by 28 inches. It has a steam pressure gauged to 225 pounds, and its massive wheels show a diameter of 51 inches. The massive construction really appears to be two locomotives turned into one, with a correspondingly large cab and tender to arranged to accommodate its large boilers.

The Schenectady plant constructed its first engine of this type in 1904, for the Baltimore and Ohio railroad, and at that time the "freak" was promised all kinds of trouble and a disastrous end by the pessimistic railroaders. Its performance, however, was all that could be desired and the type is now looked upon as one of the greatest developments in railroad history and is fast becoming the standard of heavy freight engines. In 1907 the American Locomotive plant turned out three engines of the Mallet type and up to the present time these engines in use on the Erie system have held the record as the most powerful in the world.

There are 16 driving wheels, arranged in two groups of eight each, the high pressure cylinders driving the

(Continued on page 13)



Powerful Mallet

(Continued from page 12)
forward set while the low pressure cylinders supply the rear group. The rear group of wheels is carried in frames which are rigidly secured to the boiler in a manner similar to the ordinary locomotive, but the frames in which the forward group are carried are not attached to the boiler, but have a pivot connection with the rear group. This construction makes the front group in fact a truck which swivels radially about its articulated connection with the rear group and it is from this feature that the engine derives its name.

The boiler of the engine is as heavy as the ordinary freight engine of a decade ago and measures nearly 45 feet from end to end. There are 446 boiler tubes, 24 feet long and 2 ¼ inches in diameter. The fire box is as large as a good-sized living room and has a grate area of 100 square feet.

"The fire box is as large as a good-sized living room."

On a straight level track it is said that one of the Mallet engines will haul 100 cars of average 50 ton capacity loaded to the limit, and will develop over 3,750 horse power, or enough to furnish a city much larger than Oneonta with electricity for light and heating. By operating it as a single expansion engine, or using the steam direct from the boiler in all four cylinders, the ordinary pulling power of the locomotive is increased about 20 per cent., demonstrating its elasticity of strength and adaptability to severe requirements. Another of the six engines of the new type will be delivered to the D. & H. on Thursday morning and is scheduled to arrive in Oneonta about 4 o'clock on that afternoon, when it will no doubt be the center of attraction to many who were not yesterday able to see the marvelous production of man genius and progress.

BLHS Collection

Bottom of Page 12:

H class no. 1606 taking on water. Built in 1911 and lasting 33 years until; scrapping in 1944.

Jim Bachorz Collection

Passenger Power Increases

In passenger service, the average coach on line in 1890 to 1900 weighed 55,500 pounds. This increased in the 1900 to 1910 decade to 81,300 pounds. The "Pullman" equipment increased from 108,116 pounds in 1895 to 122,380 pounds in 1905. This material increase in passenger train weight necessitated the development of new design of passenger power, and accordingly in 1903 the American Locomotive Company furnished six, type 4-4-0, having twenty by twenty-four inch cylinders, sixty-nine inch drivers, steam pressure of one hundred ninety pounds, tractive power twenty-two thousand eight hundred pounds. Also four type 4-6-0, having twenty-one by twenty-six inch cylinders, seventy-two inch drivers, steam pressure two hundred pounds, with a tractive power of twenty-seven thousand four hundred fifty pounds. These locomotives had the "Wooten" type boiler with the middle cab, designed to burn small sizes of anthracite. Their performance was, and has continued to be, very creditable.

In 1914 the continued increase in weight of equipment, particularly on the night trains to and from Montreal, necessitated the introduction of a heavier type of passenger locomotive. Accordingly, ten locomotives were purchased in this year of the "Pacific" design, 4-6-2 type. These locomotives had twenty-four by twenty-eight inch cylinders; sixty-nine inch drivers (three of these locomotives have since had driver diameter increased to seventy-three inches); straight top boiler, seventy-nine and nine-sixteenths inches in diameter, with a steam pressure of two hundred five pounds; firebox, eleven feet one-eighth inch long by nine feet one-quarter inch wide; wheel base, rigid, thirteen feet, engine thirty-four feet ten inches, engine and tender seventy feet five and three-quarter inches; weights, on engine truck 47,500 pounds, on drivers 191,000 pounds, on trailer 55,000 pounds, engine total 293,500 pounds, engine and tender 460,000 pounds. Heating surface 3,896 square feet; tractive power 41,350 pounds; tender capacity, 8,000 gallons of water and fourteen tons of coal.

Excerpts from Motive Power on the Delaware and Hudson

Latest Addition to Our Passenger Motive Power

(Continued from page 11)
would have been attached direct to the valve stem.) Otherwise the valve gear is identical with that of the usual type of locomotive.

In addition to giving better steam distribution it is claimed that the poppet valves remain absolutely tight over long periods of service, need no lubrication, and require very little power for their operation.

It is anticipated that the use of poppet valves will result in more efficient operation. In order to check this point accurately Locomotives 651 and 652 have been built along identical lines and results obtained when run on the same trains day after day should test the merits of the two types of valve gear quite conclusively.

From the D&H Bulletin, March 1930.

Delaware & Hudson Locomotive *James Archbald* Makes Trial Run

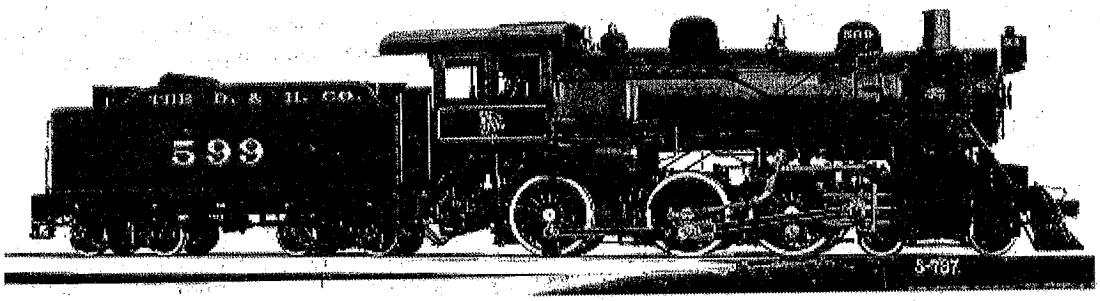
Delaware and Hudson Locomotive No. 1402, the *James Archbald,* was turned out of the Schenectady Works of the American Locomotive Company for a trial run under its steam on Monday, April 7. This locomotive, as were the *Horatio Allen*, no. 1400, and the *John B. Jervis*, no. 1401, was designed by Mr. John E. Muhlfeld, Consulting Engineer. It carries a boiler pressure of 500 pounds.

Among those witnessing the demonstration were Mr. G.S. Edomnds, Superintendent of motive power, Delaware and Hudson Company, Mr. George F. Hess, Superintendent of motive power, Wabash Railway, and various other railroads, Railroad Equipment Company, and American Locomotive Company officials, as well as the designer, Mr. John E. Muhlfeld, Consulting Engineer, all of whom were very much pleased with the manner in which the locomotive had been turned out by the builders, as well as with its preliminary performance.

Engineer C.E. Godard and Fireman H.F. Chandler, the engine crew originally assigned to the *Horatio Allen* and to the *John B. Jervis* locomotives when they were turned out were in charge of the *James Archbald* and expressed themselves as very highly pleased with its accomplishments during the trial run. They expressed the conviction that the *James Archbald* is going to be a big improvement over the *Horatio Allen* and the *John B. Jervis* with regard to steaming, fuel economy and operation.

Brotherhood of Locomotive Firemen and Engineer's Men's Magazine, May 1930.

From the November 1994 BLHS ***Bulletin*** .



Like 594 on page 10, 599 was built in 1911 and was scrapped in 1946. "She" was convertible between soft and oil.

BLHS Archives

Number 651 Sniffs Sea Breezes

Our latest and most novel passenger locomotive, "the 651", was temporarily excused from handling *The Laurentian,* crack New York - Montreal daylight express so that she might attend the convention of the American Railway Association at Atlantic City, N. J., June 18-25th, incidentally getting her first and, probably, last whiff of the salt air.

(accompanying photo shows the locomotive "surrounded by interested spectators to whom her crew, Engineman R.E. Trimble and Fireman W. J. Quinlan, explain the unusual features of the locomotive.")

From the D&H Bulletin, July 1930.

New Motive Power For "The Laurentian"

Locomotive 652, Built at Our Colonie Shops, Combines Sturdiness and Simplicity of Design With Many New Features, Resulting in Greater Efficiency of Operation

The "skyline" of the modern locomotive of the conventional design has gradually come to resemble that of a fair sized city due to the many odd shaped humps and bumps which rise above the line of the boiler shell. The headlight has, in many cases, been dropped down on a shelf extending out from the boiler front. In its place is located the conventional bell. Bells of this type have been used on locomotives practically ever since the practice of sending ahead a horseman with a tin horn to warn of the monster's approach was done away with. With the invention of the new type of bell ringers the stationary bell with a vibrating tongue has become a mere gong but with conventional patterns are still used in most cases.

Where the bell has not been located ahead of the smoke-stack we might, perhaps, see there a projection nearly the size of the smoke-stack itself, this being the so-called "front end throttle". Then, as we go toward the rear of the locomotive, a man-made cover over the superheater units, a sand box, the bell (if still in its original location), the electric generator, the steam dome, another sand box, a "pop" dome (for safety valves and whistle) and then the cab. Below this "sky line", so that they do not appear in the silhouette, but showing up as bumps and projection, are such items as air and feedwater pumps, reservoirs, reverse gears, and all the piping necessary to connect them up.

Critics of American design have for some time pointed to the European practice of concealing such devices as producing a much better appearance, but the answer has always been that accessibility was of primary importance to facilitate repairs.

With the firm conviction that a locomotive properly built should not require extensive repairs between shoppings "the 652" has been designed and built along lines which will mark her as unusual although in no sense a freak.

She has low racey lines and an unusually clean-cut appearance.

Built to handle *The Laurentian*, our New York - Montreal daylight express, she has low racey lines and an unusually clean-cut appearance. A graceful stack and a large dome as well as the safety-valves and the mellow chime whistle located just in back of the dome are the only projections above the straight line of the boiler jacket. Even the cab is almost a continuation of the straight line of the top of the boiler due to the manner in which the cab turret, which is located just in front of the cab, is jacketed in.

The headlight is sunk in a recess in the center of the boiler front. This location necessitated the design of an absolutely new type of headlight as the wires could not be brought in at the rear of the reflector because of the high temperature of the smoke-box. For this reason they enter at the top and the socket holds the bulb at the exact focus of the parabolic reflector and no shadow is cast by the socket or the conduit to which it is secured. The wiring for the classification lights is likewise run in pipe instead of the usual flexible cable, the idea being to make these wires trouble-proof as their location makes them much more attractive as grab-irons than the handrail which is provided for the purpose a few inches away.

Because of the location of the headlight it is impossible to show illuminated number plates at the sides of the light at night. For this reason electrically lighted number boxes are located on each number board. These boxes consist of a nickel frame and a ground glass plate bearing the number "652" in large figures.

The sand boxes are placed beneath each running board just in back of the cylinders (as was done on "the 449"). Just behind the sand boxes are (on the right), a five-feed mechanical lubricator supplying valve, cylinder, and air pump lubrication, and (on the left) a flange oiler which drops oil on the flanges of the driving tires to reduce wear which is caused when rounding curves.

Between the frames just back of the main axle is the cross-compound air pump from which the air for the brakes is piped to a large reservoir under the smoke-box at the front of the engine. This reservoir has been concealed under a neat cover of jacket iron, so shaped as to cause an upward current of air which may assist in clearing the engineman's vision of smoke and steam. Under this same cover is located the bell, an air operated gong which gives an effect very similar to the latest type of pneumatic bell-ringer.

The electric generator is located between the frames, just back of the cylinders. The exhaust steam from the air pump is conducted into the exhaust cavity of one cylinder while that of the generator enters the other cavity, thus preventing condensation and also acting as a drifting valve when the throttle is shut off. This prevents the pounding of the rods and sucking of cinders and dirt into the cylinders from the smoke-box when running down-hill.

The cab is the most unusual and surprising part of the entire locomotive. From the outside is appears quite small but its appearance is

(Continued on page 16)

New Motive Power For "The Laurentian"

(Continued from page 15)
deceiving. Since the boiler butt does not project into the cab, because of the wide fire-box, and the lack of complications in the way of stokers, lubricators, etc., the entire space is available for the use of the engine crew. Due to the long side sheets which have been extended down to the line of the bottom of the tender cistern, thus providing an enclosure to protect and conceal the inspirators, the cab appears to be very small. This is not the case, however, and there is plenty of room.

In addition to the usual throttle, reverse, and brake mechanism, steam and air pressure gauges, there are indicators to show speed, cut-off, etc. The two wings of the "butter-fly" type fire door operate independently, controlled by foot pedals. A series of toggle-switches above the engineer's seat control the lights, with the exception of the classification lamps which must be lighted from the front of the engine to avoid any chance of mistakes. The wiring from the cab to the generator and headlight is entirely concealed.

The windows at the front of the cab are much larger than usual due to the absence of doors in that location. There is no need for the fireman to climb out ahead to fix the bell or start the pump or pound the sand pipes so the doors are unnecessary. For emergency exits a foot hold and hand-rail on the side of the cab permits the passage of the crew to the front of the engine if necessary. This is another departure from the conventional design which may be far-reaching in its effect.

Each of the front cab windows is fitted with a deep sun visor and an electrically operated wiper to remove rain or snow. The side windows of the cab are equipped with wind deflectors for the protection of the crew.

The neat appearance of the locomotive is due to a considerable extant to the long low lines of the tender which holds coal enough to heat a good size house during a cold winter, and water enough to last one person a long time if used at the rate it used to be passed out in the Navy! The capacity of the tender, 11,000 gallons of water and fourteen tons of coal, has been found necessary for this run. Storage space for tools, clothing, etc. is provided in lockers built into the tender.

Of course "the 652" has an air operated whistle and cylinder cocks, (three to each cylinder) metallic steam heat connections, train control, "Type E" superheater and a power reverse gear, these features being standard on modern power.

The locomotive is classed as Pacific Type (4-6-2 wheel arrangement) and measures 87 feet over the couplers.

Although the grate area is eighty-seven square feet the fire-box is less than ten feet long, although nine feet wide, so that hand-firing is readily possible and it is expected that she will steam freely when adjusted to her run.

With a boiler pressure of 260 pounds per square inch, 22x28 inch cylinders and 73 inch driving wheels, a tractive effort of 41,600 pounds is developed. The weight of the engine and tender loaded is 444,000 pounds and her factor of adhesion is 4.45 which is approximately the same as for the "600" class. The tractive effort can be bushed with the provision for using larger pistons if this should be desirable in the future.

Following her inspection at Colonie on May 14th, the locomotive was moved to Albany where is was placed on public exhibition. Many favorable comments were made both by railroad people and others who availed themselves of this opportunity to inspect this latest addition to out passenger fleet.

From the D&H Bulletin, June 1929

Wood Fuel vs. Coal

From a perusal of the earlier records of the Rensselaer and Saratoga Railroad Company, the property of which is now largely included in our Saratoga division, it appears that the problem of locomotive fuel costs was no less vexing than what it is today. In this connection, an indenture of considerable interest is quoted from the report for the year ending September 30, 1868 rendered by I.V. Baker, superintendent, to George H. Cramer, president of the road, for presentation to the Board of Directors. Furthermore, it establishes the approximate time when wood for locomotive fuel was supplanted by coal. It reads:

"I beg herewith to submit a Statement relative to a portion of our expenditures for the past year, and an estimate of the extraordinary expenses necessary for the ensuing year.

"The consumption of Fuel by our locomotives is of course a very important item of our expenses.

"The average cost of a cord of wood, prepared for burning, per burner. $5 59/100.

"The average cost of a ton of coal, per do, $5 95/100.

"It will be observed by this statement that a ton of coal has cost us, on the average, but 36 cents more than a cord of wood. Of the great economy of the use of coal over wood I am fully satisfied, both from general results and from repeated specific experiments. I am satisfied that a

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Wood Fuel

(Continued from page 16)
ton of coal will raise as much steam as a cord and eight-tens of wood. In this view we have altered several of out wood burning into coal burning Engines. You have now 23 wood and 10 coal burners, having purchased two new coal burners during the past year, and I would recomment [sic] the purchase of coal burners only hereafter as a general rule."

From the D&H Bulletin, Feb. 1925.

A Reader Responds:

I read with interest the Motive Power Profile in the January (1994) ***Bulletin***, written by Don Flynn.

At one time the labor agreement was to use two firemen on the 1100 and 1200 E6's. Rather than do that, the D&H equipped them with coal stokers, and in so doing they could have 400 more tons.

The all welded boiler was the D&H's design; they could not sell the American Locomotive Co. on the idea.

There were two "all-welded boilers". The second one was out in the field in the south end of the Colonie Shops for a long time. To test its ability, one day the management placed an oil fired burner in its fire box, and raised its pressure to more than double its working pressure. The work men stopped this experiment, reasoning that if the boiler exploded the City of Watervliet would be no more.

A few years later, this boiler was cut up for scrap. It was never used in service.
Arthur Crouch

From the April 1994 BLHS ***Bulletin.***

The E5a's: America's Finest Consolidations by David M. Grover

For many years the 2-8-0 Consolidation type was the backbone of the Delaware and Hudson's freight roster. The D&H is remembered for its "Muhlfeld Compounds", experimental machines which were the last word in Consolidation design and output. These unique machines were not a practical success, however. The D&H built twelve highly successful consolidations - class E5a - which were the apex of conventional Consolidation design and performance. Those machines were numbered 1111 through 1122, built from 1926 to 1930, and served until the end of steam on the D&H.

The history of the Consolidation type on the D&H dates from 1882. The D&H wanted to increase capacity over what its then prevalent 2-6-0 Mogul types had. The Dickson Locomotive Works, located between Scranton and Carbondale, Pennsylvania built the D&H's first, and many subsequent, Consolidations. Dickson and the D&H had worked closely since the Works was established. When ALCO was formed at the turn of the century, Dickson was one of the ten builders that eventually made up ALCO.

The Consolidations proved to be very satisfactory and additional orders were placed. The turn of the century period saw substantial increases in railroad traffic, and with it a rapid growth in locomotive technology, size and capacity. Heavier axle loadings in turn required better track, stronger bridges. Larger locomotives also call for increased locomotive terminal servicing capacities. The D&H's fifty class E5 Consolidations were delivered contemporaneously with extensive upgrading and modernization work in the period just before World War I.

Successful as the E5 was, an even heavier and more powerful machine, the E6, was developed. The first was 1200, a coal burning experimental locomotive delivered by ALCO in March 1916. While a number of roads experimented with the burning of coal dust, injuries and other factors led the D&H away from the concept. Subsequent engines - class E6a - featured conventional combustion. The E6a's were truly massive consolidations, weighing 267,800 pounds and developing 67,150 pounds of tractive effort. Generally, modern Consolidations at that time possessed tractive effort in the high forty to low fifty thousand pounds range. The E6a's 63" drivers helped them to apply their nearly 3,000 horsepower, which was a real asset for work on the constant grades and curves of the D&H main line.

The history of the Consolidation type on the D&H dates from 1882.

The 1920's saw the North American steam locomotive fast approaching its design limits and eventual output. It was also a time when the clean lines of the steam locomotive became increasingly cluttered by the addition of new efficiency devices. Many railroads engaged in extensive rebuilding and modernization of their locomotives. At the same time the three major locomotive manufacturers were offering new, ambitious designs on generally larger machines. The conservative D&H rebuilt and

(Continued on page 18)

The E5a's: America's Finest Consolidations

(Continued from page 17)
modernized much of its older equipment but did not buy "super power" designs until much later on. As the twenties wore on, the D&H experimented extensively on its own with the booster engine, poppet valves, water-tube fire boxes, high pressure boilers, roller bearings, and a last look at compounding.

In the mid-twenties the D&H approached ALCO with a request for still larger and more capable Consolidations. The Schenectady builder tried to convince the customer to try the 2-8-4, which had just been introduced in 1925 by its rival, the Lima Locomotive Works. The D&H wanted Consolidations, not the newfangled super power Berkshire type, so it retreated eastward to Colonie where the E5a type was conceived.

The first E5a appeared in 1926. It carried road number 1111 and immediately became known as the *Four Aces*. The *Four Aces* was an "assembly job", meaning she was built from components of existing locomotives, rather than being new from the ground up. The *Four Aces* incorporated the frame of E5 1019 and boiler number GO-18489. Other elements, such as the cab and tender, were new. Both the *Four Aces* and the subsequent 1112 of 1927 had a flat grate and mud ring, and were hand fired. They also had fabricated, not cast steel frames such as on the later 1100's.

The *Four Aces* and her fellow 1100's were a resounding success. Although the Reading class I10 at 322,360 pounds was heavier, and subsequent D&H experimental Muhlfeld compounds developed higher tractive effort, the E5a's were the apex of the Consolidation type so far as performance is concerned. When the E5a's thundered past the ALCO facilities in Schenectady, a certain disgruntled executive who couldn't handle the D&H's defiant wisdom would take pot shots at them with a BB gun. In time D&H management issue a general order that crews of 1100's were not to blow the whistle while passing the ALCO plant. Still, the idea of anything as big and imposing as an 1100 trying to pass ALCO's Schenectady Works unnoticed is hard to grasp.

The E5a's worked the main lines. Their great weight, ranging from 270,000 to 272,000 pounds on drivers, prohibited their use on many branch line tracks, especially on the Pennsylvania Division. They developed from 70,950 to 72,700 pounds tractive effort and about 3,000 horsepower. Their 63" drivers, total heating surface ranging from 4,042 to 4,674 square feet and boiler pressures ranging from 265 to 300 p.s.i., assured great capacity for both acceleration and sustained hauling. Their primary work was moving freight, which they could do at drag or passenger train speeds. They also drew troop train assignments during World War II, although they were not intended to be dual service machines.

Once, pulling a troop train from Binghamton to Oneonta, an E5a was hot rodded by a fireman who was filling in for want of an engineer. Having been told to get her into Oneonta as fast as he could, he ran her up to 85 miles an hour several times lest he be considered disobedient! Regrettably, the fellow pounded out three side bearings in the process. When one considers the endless succession of curves and grades between the two towns, one realizes that hitting 85 was the least of it. His task was a constant flip-flop of building and reducing speed; but, all at a pace which must have kept him fairly poised at the edge of the seat with his heart up in his mouth. His elapsed time allows for nothing less.

The E5a's tractive effort of 72,700 pounds meant that they could haul a coal train of 100 cars on a level track, or even up a 0.3% grade. However, grades on the D&H main tend to be more substantial than this and so consists seen on a day to day basis were substantially shorter.

The table below compares the E5a to other well known freight locomotives by tractive effort. Clearly they were more gutsy than a number of locomotives larger and heavier than themselves.

Perhaps because they were homemade machines, there was a lot of variety in the small class of twelve locomotives. Nos. 1111 and 1112 were built from elements of other machines. 1114 was experimental, using a greater heating surface and higher boiler pressure. She was visibly different too, having a semi-streamlined profile due to the cowl reaching from the cab to the smoke box front. If anything, 1114 looked like she could have been built in 1950. Nos. 1113, 1115 and 1116 were identical with each other. Nos. 1120, 1121 and 1122 were also triplets. 1120 got 1118's tender after Challenger 1506 front engine ruptured the 1120's tender tank on a curve at Sanitaria Springs, New York. As 1118 was undergoing class repairs at Colonie at the time, her tender was sent to bail out 1120, where it would remain until the end.

I am told that the E5a's were popular with crews, and that they had a very good availability to the road ratio. They must have ridden better than the older class E6a because, I am told, the E6a's had seat belts! The E5a, like most steamers, did not.

As 1111 was known on the road as *Four Aces*, she had a plaque displaying four Ace playing cards adjacent to the ICC license.

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Locomotives	Yr.	Tractive Effort
USRA (heavy) 2-8-2	1918	60,000
NYC 4-8-2	1925	60,000
USRA 2-10-2	1918	69,400
B&A 1 (Lima's super power prototype)	1925	69,400
New Haven 2-10-2	1918	72,000
D&H E5a	1925	72,700
C&O 2-6-6-2	1949	78,300
Southern Pacific 4-10-2 (3 cylinder)	1925	83,500
PRR 2-10-0	1922	90,000
D&H 4-6-6-4	1940	94,400

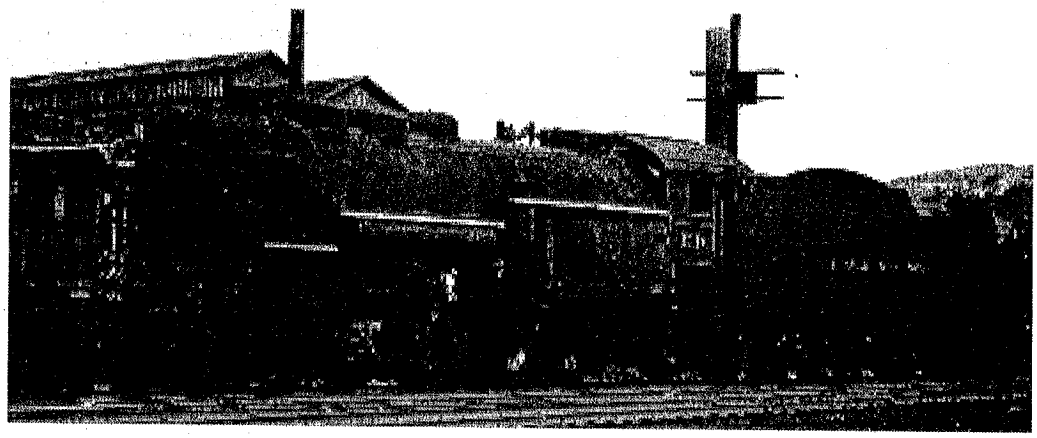
The E5a's

(Continued from page 18)

The E5a's all served until the end of steam on the D&H, a tribute to the soundness of their design, construction and availability. They were sold to Luria Bros. in 1952 and 1953.

Good drawings of 1117 were made in 1/4" scale in 1944 by a man who was an employee/draftsman/railfan. While no examples of the E5a have survived, at least the drawings, many fine photos, and some fond memories remain with us.

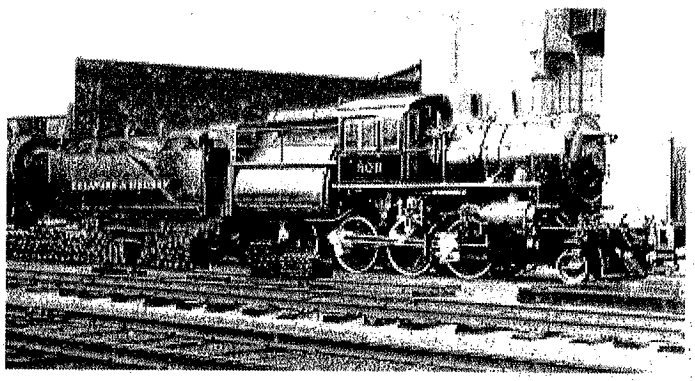
From the December 1991 BLHS ***Bulletin***.



From Jim Odell's collection, E5a 1116 appears to be headed to the scrapper. Built in 1927 by ALCO/ Schenectady, "she" was slightly modified in 1931 allowing for increase in boiler pressure and increased tractive effort. "She" lasted until the end of steam in 1953.

Inspectors Three by David M. Glover

One of the more novel forms which the steam locomotive assumed was the inspection locomotive. At first these were homemade affairs, made up from older, outmoded machines which were being given a last lease on life. In simplest form of an inspection locomotive was created by placing a buggy seat on the pilot deck. Soon, however, their classic configuration was achieved when passenger car style wooden bodies with clerstory roofs were set over the entire length of the locomotive. Some of these were tank locomotives in effect as they carried fuel and water within the cabin. Others carried a tender behind. Both two and four coupled engines were frequently used. Inspection locomotives generally ran with smokebox forward, although it was quite common to place a cow catcher style pilot, and a headlamp facing rearward to accommodate turning backwards. Soon the locomotive builders started to offer machines built from the ground up as inspection locomotives.



E3a 806 appears to be headed for the scrapper (headlight and other accessories missing). There were two 806's on the roaster, the original built in 1904 was rebuilt to 0-8-0 in 1925, the other, was originally 213, then renumbered 834 and then rebuilt and renumbered 806. Both were scrapped in 1951 Jim Odell Collection

Inspection locomotives were most frequently used by engineering personnel. However, they were also used by upper management, and their guests such as financiers, and the representatives of other companies. Due to the need to accommodate prominent people and being a creature of the Victorian age, inspection locomotives were often very nicely furnished in their cabins. Although some photos belie an economy minded make over, most inspection locomotives were very attractive, if not graceful looking overall. In the earlier days railroads were not content to let good lines speak for themselves for they would often bury them under elegant trim, fancy lettering, etc.

The inspection loco's special role not only led it to being double-ended; it also resulted in modifications to the front end. Extra walkways, stairs or steps, and railings were the rule. So too was a lot of glazing, even in the doors. Bells and head lamps were often relocated to facilitate a clear view. Strange smokestacks using two bent pipes, avoiding the windows and reuniting at the roof level, were sometimes used. The inspection locomotive was a focal point for both taste, and the imagination as applied to railroading.

Although inspection locomotives often had normal wheel arrangements and gen-

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Inspectors Three

(Continued from page 19)
erally several were owned, they were quite often unclassified. as the nineteenth century wore on, railroads increasingly combined into larger lines, bringing a multitude of disparate locomotives under one mechanical department. Part of rationalizing this situation lay in ordering subsequent locomotives in larger groups built to a common design. At the same time rosters began to group locomotives by wheel arrangement. Each wheel arrangement was assigned a letter. Generally, the smaller the wheel arrangement, the lower the letter. Thus 0-4-0's were generally class A, 0-6-0's class B, etc. Inspection locomotives often remained unclassified however. Perhaps the mechanical departments couldn't decide if they had a locomotive or a passenger car on their hands! The D&H's two inspection locomotives, *Transit* and *Saratoga*, were unclassified.

In addition to inspection locomotives, there developed the inspection train, and the modern inspection car - as exemplified in the very specialized Sperry Rail (inspection service) car. Inspection train consists can vary a lot depending on the needs and available equipment.

I don't know of a D&H inspection loco which predates the *Transit* of 1889, but there must have been several by that time. The *Transit* was built as an inspection loco from the ground up by the then Schenectady Locomotive Works. She was a 2-2-4(t), a wheel arrangement for which the D&H didn't have a class. She was road number 300 when new, but later became number 350. Transit was a double-ender; however, the observation portion of the cabin faced rearward. When new, she was outfitted as an anthracite burner, with 60 mph being an easy reach of her 54" drivers. She had couplers at both ends but isn't remembered for hauling anything. Her uncanny 8.07:1 adhesion ratio doesn't invite train assignments.

In the 1920's the D&H carried out an extensive program of locomotive upgrading through rebuilding. In 1922 *Transit* underwent a modernization. She received 56" drivers, the boiler pressure raised from 150 to 200 psi, the firebox converted to burn soft coal, water capacity raised from 500 to 700 gallons, and tractive effort raised from 3,120 to 4000 lbs. Oddly, the old style lettering was retained. Following WW1, the D&H's gold lettering gave way to a new arrangement which used "deluxe" or "imitation" gold paint. This is really a yellow, and it is the color which remained in use till the end. *Transit* retained her dark green body with gold "The Delaware and Hudson Co." logo over the windows till the end.

While overall exterior dimensions remain with us due to preservation of classification book drawings, dimensions for the interior are probably lost. The interior featured high back chairs, a sofa, lamps, hooks for clothes, and a toilet. The interior was mahogany paneling. The crew's cabin was probably a utilitarian dark green as was customary for the interior of locomotive cabs. Coal was loaded through a hatch in the roof, and the classification book drawing shows a funnel reaching out over the smoke box for taking in water. The funnel does not appear in photos so probably it was only deployed for taking on water. Transit was dismantled in September, 1933, but remains a favorite with D&H fans, probably because she was so good looking. She would be relatively easy to model, interior included.

The *Transit* was built as an inspection loco from the ground up.

The D&H built the inspection locomotive *Saratoga* in house, using a Baldwin 4-4-0 as a base. The Baldwin had been Cooperstown and Charlotte Valley 4, built in 1892. After acquisition by the D&H the 4 became D&H class G1c, and was assigned road number 148. She was later (as the *Saratoga*) renumbered to 397, but the side numberboard on her headlamp carried a capital "S" rather than a number! Tender lettering was typical of the period of her rebuilding. "The D&H Co." was written in gold on her coal boards on the tank sides.

The *Saratoga's* front end was modified by placing the bell on the smoke box between the stack and headlamp. Extra railings and special iron spiral style stairs were also added. The window arrangement shows that the rear of the cabin was retained for the locomotive crew. In front of this a rider's cabin was established. The rear coupler, higher tender capacity and a factor of adhesion of 4.30:1 made pulling inspection trains as much an

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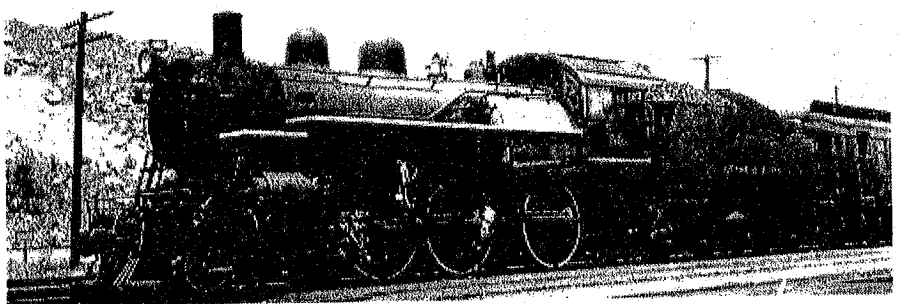

Built in 1903 by ALCO/Schenectady, 500 was the class locomotive for the D class. Rebuilt in 1927 from a double cab, "she" was scrapped in 1952.

Jim Odell Collection

Inspectors Three

(Continued from page 20)
option as carrying a few riders astride her boiler. *Saratoga* also burned bituminous coal, raised 165 pounds pressure, delivered 15,700 pounds tractive effort, and carried Westinghouse air brake equipment. A late photo of *Saratoga* shows her missing the headlamp, and the paint on the cabin appears to be in poor shape. She may have been in substantial storage before being scrapped.

Fancy interiors or not, there came a time during the reign of Leonor Loree when *Transit* and *Saratoga* were no longer good enough. Although Loree was in many ways the epitome of staid Edwardian establishment conservatism, his idea of how to get around became to be pulled by a *chromed* steam locomotive. His audacity and garishness remained alone until, in the late 1950's, the toy maker Lionel would paint New York Central Hudson's pink in a ploy to sell to girls.

Loree's "chromed horse" as I have nicknamed #556 started life as a beautiful Mother Hubbard ten-wheeler, ALCO class of 1907. She was an interesting machine from the start. She sported Walschaerts valve gear, which was very new in American practice. It drove slide valves even though the superheater and its required piston valve were taking America by storm at the time. No. 556 was a class D3b, using chassis type 2. The 556 was one more D3 until she fell under the spell of the 1920's modernization program in 1927. She became radically transformed, losing her center cab and getting a rakish, all new rear cab, on top of the firebox, was encased, as was just coming into vogue. An exhaust steam injector - a so-called poor man's feed water heater - was located beneath the cab. A power reverse replaced the old Johnson bar and the ash pan was modified with the hanging bins so typical of D&H. The smokebox received a superheater. A new crosshead and guide were used and the new cylinders not only had a chrome jacket, but also a five pointed chrome star on the cylinder caps! An outside bearing pilot truck was supplied, using 30 inch wheels. But it was not enough to actually improve 556; they had to mess around with it. So they chromed the boiler and firebox jackets, then the steps to the pilot deck, then the bell, the whistle, and on into such obscurities as part of an inspection lid, etc. When the chroming was all done, they started putting white paint to her. Eventually she was missed and had to return to road service. A friend of mine who used to be a steam locomotive engineer takes a dim view of the chrome jackets; for he thinks at once of how much a problem the glare would have been to the crew's eyes on a sunny day. He notes that it wasn't customary at the time for management to think very much about locomotive crews. In any event, once available to the staid Loree, 556 incarnate was used to pull his inspection trains. She outlasted the old man, for she didn't retire until 1951.

The Loree train's consist often included an old Barney and Smith wooden coach for the employees. They often called it a "rolling rat trap". Car 200 was also wooden, a rebuild by now. It had an arch roof, and commonwealth top coil spring trucks. It had kitchen and dining facilities. Car 400 was a 1911 Pullman used as a conference car, featuring about twenty lounge chairs. The car was steel and had transom windows. Loree's own (luxurious) car was number 500, a Pullman, class of 1917.

From the January 1992 BLHS ***Bulletin***

President and Board of Managers Make Annual Inspection Trip

Modern Motive Power on Display at Colonie Shop

Locomotives 609, 653 and 1403 formed the focal point of the annual inspection trip of President Loree and the Board of Mangers of The Delaware and Hudson Company over the railroad lines as the party arrived at Colonie, June 8th. Each noteworthy in its own right, the three huge machines together bespoke better than words. President Loree's faith in the "Iron Horse" as the prime mover of the future as far as mass transportation is concerned.

Following its policy of trying out new ideas on separate locomotives, in order to avoid complications, and standardizing on only those of proven worth, The Delaware and Hudson has succeeded in developing motive power for both freight and passenger service that is second to none with regard to efficiency, performance, and, appearance.

"The 609" described in detail in *The Bulletin* of April 1, 1934, is the first locomotive in the world to be equipped with self-aligning roller bearings in the main and side rods on the main crank pins. In addition, roller bearings have been applied in the driving boxes of the main axle, this idea having been originally found to be feasible as the result of an application made to Delaware and Hudson Locomotive 1071 in September, 1930. Frame renewals now being made on heavy passenger power provide for application of roller bearings on the main driving axle in all cases.

Locomotive 1403, named *L.F. Loree*, is probably the most distinguished motive power unit in the world. Aside from being the only locomotive built in America in 1933, it is the world's first, four-cylinder, non-articulated, triple-expansion compound, in addition to which rotary cam type poppet valves are used to control the flow of steam, of 500 pounds of boiler pressure, through the cylinders. (A complete description is given in *The Bulletin* of May 1, 1933.) Following its exhibition at the

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President and Board of Managers

(Continued from page 21)
Chicago "Century of Progress" Exposition last year, "the 1403" is in freight service on the Susquehanna Division.

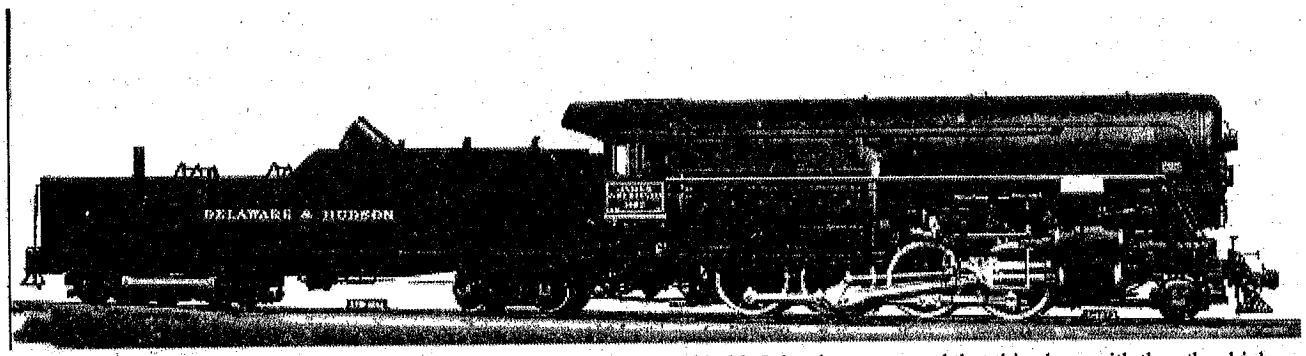
Replacing it at Chicago this year is Locomotive 653, the third of a series of experimental passenger pullers built at our Colonie Shops. The Uniflow cylinder and valve arrangement originally applied to this locomotive proved less economical than had been expected so this equipment was replaced by cylinders filled with Dabeg rotary cam type poppet valves. Separate valves control the admission and the exhaust of the steam for each end of each cylinder, thus allowing variation of the point of cut-off without changing all the other events in the cycle as must be done when the usual piston valve is used as on the ordinary locomotives.

In order to ensure clear vision for the crews of locomotives operating at low back pressures, various experiments have been carried on during the past year in an effort to lift the smoke and steam from the stack and keep it from swirling down around the boiler and cab. The most effective arrangement is that applied to "the 653," consisting of large rectangular plates fastened to the outside of the running boards at each side of the smokebox. A "slope sheet" rising on an angle from the pilot to the bottom of the smokebox, together with trap doors which let down over the steps from the breastbeam to the running boards, causes an upward current of air which rushed between the rectangular plates and the sides of the smokebox, carrying the smoke well above the locomotive and train as well.

Road tests have demonstrated the ability of Locomotive 653 to Pull heavy and light trains with marked economy. Concealment of the bell, air-compressor, reservoir and piping, as on other Delaware and Hudson power, gives "the 653" a very clean, business-like appearance which elicited favorable comment from members of the inspection party.

Among those making the trip with President Loree were the following: I. Hasbrouck Chahoon, William A. Anderson, F.E. Williamson, President of the New York Central Railroad, F.D. Underwood, former President of the Erie Railroad, M.W. Clement, Vice-President of the Pennsylvania Railroad, A.J. Singer, Ira Perkins, and the staffs of the President and Vice-President.

From the D&H Bulletin June 1934.



Class E7, 1402 posing for "his" official portrait in 1930, the *James Archbald.* It has been reported that this along with the other high pressuse locomotives were removed from service around 1934 and were finally scrapped in 1942. Note the Tender Booster and the angled cylinder (above the "Hudson" on the tender) is a coal pusher.

BLHS Archives

Efficiency On Wheels *Locomotive 1402, With 500 Pounds Steam Pressure and Special Alloy Steel Parts Reducing Weight, Develops Tremendous Power With Low Fuel Consumption*

In introducing Delaware and Hudson Locomotive No. 1402, named *James Archbald,* to our readers it may be of interest to summarize rapidly the development of this class of power and the underlying motive thereof.

A little more than five years have slipped by since the *Horatio Allen,* otherwise known as Delaware and Hudson Locomotive No. 1400, carrying a boiler pressure of 350 pounds per square inch, became the outstanding pioneer example of the steam locomotive designers skill of that time. *The Bulletin* of January 1st, 1925, describes in detail the ceremony attendant upon the christening of the new locomotive.

During the score of years immediately preceding this event changes had been taking place in the design of so-called "conventional" types of locomotives in an heroic effort by the designers and builders to stem the rising tide in favor of electrification of the main-line tracks. Proponents of the newer method of propulsion were stressing the 7 percent maximum over-all efficiency with which the locomotive engine transformed the available energy in a lump

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Efficiency On Wheels

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of coal into useful work at the rear drawbar of the tender; meanwhile emphasizing the 80 to 90 per cent efficiency of the electric locomotive. Without going into a lengthy discussion of cost of power house equipment, transmission losses and interdependence of operation in emergencies, suffice it to say that the Delaware and Hudson management has always felt that, as President Loree said at the Agents' Meeting last fall "-the whole future, from our point of view, is with the steam railroad."

Let us return for a moment to the 7 per cent efficiency of the locomotive. When it is considered that a maximum *theoretical* efficiency of about 15 per cent is all that is possible, it will readily be seen that, if we increase the *actual* efficiency but 1 per cent that will represent an improvement of one-eighth of what is *theoretically* attainable but which is never reached in actual operation. By resorting to the use of superheaters, feedwater heaters, power-driven stokers and other devices it has been possible to build locomotives of enormous size, the overall efficiency of which has been reported to be as high as 8 per cent.

An easier way of achieving the same result is to increase the steam pressure and take advantage of the possibilities of using the same steam expansively in more than one stage or cylinder. In Europe compounding has been practiced for many years. The multiple expansion of the steam from a small cylinder to a large one, through an intermediate receiving chamber is much more efficient that exhausting directly out of the smokestack after initial expansion.

With the general adoption of the super heater about twenty-five years ago American railroads generally discarded the compound principle in order to rid themselves of the then excessive cost of maintaining locomotives of this type. Today, after over a score of years of development, designers and builders agree that the compound type with a higher pressure boiler offers the surest solution of the problem of producing greater efficiency of operation.

Since boiler pressures in excess of 250 pounds per square inch are rare in America, the three Delaware and Hudson locomotives 1400, 1401, and 1402, named in order *Horatio Allen*, *John B. Jervis*, and *James Archbald,* are noteworthy because of their pressures of 350, 400, and 500 pounds. That the first two have been in successful operation for five years and three years, respectively, should remove them from the experimental class. They are accomplishments.

The *James Archbald* is very appropriately named after the man whom was entrusted the task of first improving the Delaware and Hudson Canal and the Gravity Railroad so as to increase its capacity. Starting as a contractor in the construction of the Erie Canal, Mr. Archbald later rose to the presidency of a western railroad.

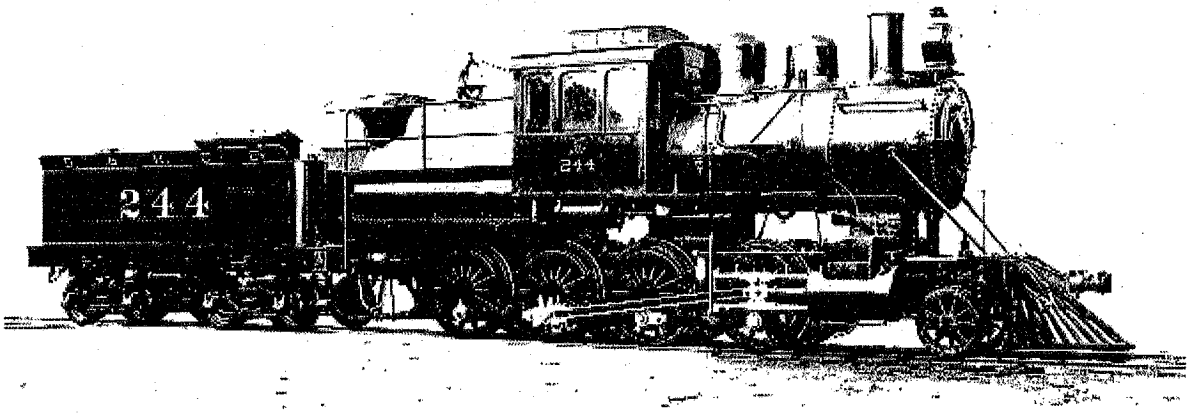
In appearance "the 1402" is an improvement over her predecessors, the jacket extending from the cab to the front of the smokebox in an

(Continued on page 24)

In appearance "the 1402" is an Jim Odell Collectionover her predecessors.

Class C1m, 2-6-0 123 had a long history. First built in 1864 by Danforth Cook & Co for the Albany & Susquehanna (6 foot gauge, 4-4-0), "she" was numbered 5. Renumbered in 1875 to 58 then rebuilt to standard gauge in 1876. Renumbered 234 in 1887 and again in the complete roster renumbering of 1899 to 274. She was also rebuilt at the Green Island Shops (NY) in 1899 and assigned a new builders number, 43. Later renumbered to 123 and finally scrapped in 1924. The photo is reportedly taken in Sidney, NY in 1909

Chris Shepherd Collection



Built in 1898 by Dickson Locomotive Works, 244 was first assigned to Class UII. By 1902 "she" was renumbered to 280 and then finally to 707, placing "her" into class E1a. "She" was scrapped in 1928.

BLHS Archives

Efficiency On Wheels

(Continued from page 23)

unbroken line. The smokestack and bell are thus completely hidden from view from the sides and rear. Following the precedent established on locomotives 651 and 652, the headlight is placed in a recess in the smokebox front. Sixty-three inch driving wheels of high tensile steel should permit faster operation than is permissable [sic] with the earlier engines of this class equipped with fifty-seven inch drivers, and still allow the piston speed to be held down to a desired maximum. Although the engine is of the Consolidation type (2-8-0) and not intended for high speeds, the counter balancing of the driving wheels is calculated for 75 miles per hour.

The ruggedness of the machine is strikingly apparent upon an inspection of the cast nickel steel guides and the crossheads which carry Becker wrist pins. Outside bearings are used on the engine truck. All driving axles and crank pins are of nickel steel, while piston heads and solid piston rods are of high tensile steel. Weight limitations, which prevent increasing bearing sizes, necessitate the use of higher grade material than is generally used in locomotive construction.

Because of the pressure of 500 pounds per square inch against which it is necessary to force water into the boiler, and because of the high temperature of the steam used for its operation, the first Monel metal inspirator cast in this country is used on the new locomotive. This inspirator, of 4,500 gallons per hour capacity, acts as an auxiliary to the Dabeg mechanically driven feed-water pump, which is directly connected to the left crosshead.

A new design of Westinghouse cross-compound air compressor is used. This has a high pressure steam cylinder of only seven and one-half inches in diameter as compared with eight and one-half inches in the regular design of 150 cubic feet per minute capacity. The decrease is possible because of the high pressure of the steam even after passing through a five-sixteenth inch choke between the governor and the pump. Exhaust steam from the compressor is carried to the condensing reservoir of the feed-water pump instead of exhausting it up the stack as is usually done.

A six-feed force-feed lubricator delivers oil into both the top and bottom of the cylinders as well as in the valve chambers. It also feeds oil to the main driving boxes. The remainder of the driving boxes are grease lubricated. The guide oil "cups" are in reality reservoirs cast into the guide bars. A hydrostatic lubricator in the cab supplies lubrication to the intercepting valve, steam end of the air pump, booster and drifting valve. There is also a flange-oiler of the pendulum type for lubricating the flanges of the driving tires to prevent wear on curves.

The most vitally important part of the locomotive is the boiler which must safely hold steam under a pressure of 500 pounds per square inch. It is built almost entirely of nickel steel and has a water-tube fire-box similar to the 1400 and 1401. This consists of a series of longitudinal nickel steel drums at the top and bottom, connected by rows of vertical tubes through which the water circulates at a very rapid rate, being transformed into steam as it reaches the upper row of drums. Additional heating surface is furnished by the flues as in any locomotive.

While a steam pressure of 500 pounds seems high to most railroaders, it should be noted that there are in operation in Europe locomotives carrying 800 to 900 pounds in dual-pressure boilers. There is also now being constructed a locomotive which will carry 3,300 pounds of pressure in its boiler.

Among the special provisions made for maintaining the boiler are two blow-off valves which exhaust through mufflers before the steam reaches the atmosphere, thus lessening the noise and disturbance in the roundhouse when it is necessary to "blow-down" the steam in connection with inspection or repair work.

In the cab is found a bewildering array of gauges and valve handles. There is an even dozen of gauges, without counting the two water gauges, most of which are

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Efficiency On Wheels

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located on a central instrument board. The temperature and pressure of the steam at various stages of its passage from the boiler to the stack, the feedwater temperature and pressure, the cut-off and speed recorder, and the various air pressures are all available from the instruments. The extension handles from the cab-turret valves are brought back to an auxiliary board which is marked to show the purpose of each valve. All steam pipes, which must be extra heavy to withstand the high pressure steam, are heavily lagged to avoid danger of burning the crew. Extension handles on the gauge cocks make them readily accessible. The usual throttle, Alco reverse lever, brake, sander, and miscellaneous valves complete the cab equipment. A "butterfly" type air-operated fire-door is also provided.

The tractive power of the *James Archbald* will be exactly the same as that of the other two locomotives; 84,300 pounds as a simple engine, that is, using high pressure steam in both cylinders. In starting a train this may be further increased by "cutting in" the auxiliary locomotive, more commonly called the tender booster, which adds 18,000 pounds, thus making a total of 102,300. This tremendous pull is exceeded by few road engines other than some of the giant Mallets. Once the train is under way the booster is shut off and the steam is used expansively first in the small high pressure cylinder (20-1/2 x 32 inches) and then in the large low pressure side (35-1/2 x 32 inches). The tractive force then drops to 70,300 pounds or less, depending on what is required to keep the train in motion at the desired speed.

The fire-box which is 152 x 77-5/8 inches contains a grate area of 82 feet, cast steel grate bars of the pin-hole type being used. The ash pan dampers are arranged to open automatically with the opening of the throttle, closing when steam is not being "worked." A similar arrangement is now in successful operation on locomotive 1114.

To assist the fireman in his work a steam-driven coal pusher is provided to "shovel ahead" the coal in the tender so that it will always be handy. Only 17-1/2 tons of coal and 14,000 gallons of water are carried, as compared with 20 tons and 16,000 gallons provided for no. 1401. As the two are to be used in the same service and on the same division, between Oneonta and Mechanicville, this decrease gives an idea of the anticipated economy expected from the new locomotive.

Due to this decrease in load the tender is provided with only a four-wheeled Economy truck at the forward end while a six-wheeled "auxiliary locomotive" booster supports the rear end. A cast steel underframe is used on the tender. The total loaded weight of engine and tender is 633,500 pounds of which 300,000 are on the drivers.

Safety of operation and cost of maintenance must always be weighed against capacity and operating expense. Experience with the 1400 and 1401 proves that locomotives of this design are safe and that the cost of maintenance is not out of proportion to their performance on the road. Operation expense of the 1402 should be even lower than for its predecessors if the greater economies of the higher boiler pressure are realized. The earlier engines have demonstrated that they possess ample capacity for doing the work for which they are designed. They have plenty of reserve power, ample starting, accelerating, and hauling capacity. Thus no. 1402 represents the next logical step in the development of this type of power. It is an outstanding example of patient application of fundamental engineering principals in the solution of a problem.

From the D&H Bulletin, May 1930.

Rebuilding Locomotives at Colonie *Work of Rehabilitating Old Type Power Is In Pursuance of a Greater Efficiency Policy Adopted by the Railroads of the Country*

Efficiency is the modern battle cry of industrial America. It is the motivating force, the power behind the scenes of accomplishment. This, railroad management has learned to its satisfaction. Faced with the problem of restricted earnings, on the one hand, and increasing tax levies, labor and material costs, on the other, it is the one thing that has kept many of our roads out of bankruptcy proceedings since the day when they were turned back to their owners by the Federal government following the war.

To enumerate the many ways in which this efficiency has been attained, would be to indulge in a lengthy resume. We read of the many great accomplishments of the railroads, as a whole, in this respect, and in doing so, perhaps, may overlook our own contribution. But, surely, The Delaware and Hudson is not to be found among the laggards.

One of the outstanding features of its greater efficiency program is to be seen in its policy of rebuilding locomotives. Many of these conversions have been effected at our Colonie shops during recent months. Locomotives that have given their maximum of service, which have outlived their usefulness, are being remodeled into modern types and again sent out on the road practically as good as new. Thus the necessity of going into the open market and buying new equipment at top-notch prices is obviated.

Not only does the management benefit by such a policy, but so do all employees. Because our shop forces are capable of doing this work, employment is stabilized, and the savings that are effected become the safeguard of present wage standards and aid materially in meeting constantly increasing costs of operation and maintenance.

It is, indeed, a credit to our

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Rebuilding Locomotives at Colonie

(Continued from page 25)
Mechanical department employees that they are able to accomplish this important work of conservation. It means that they are more than repairmen, for the task of rebuilding a locomotive is equally as great as that of building one from new materials laid out and machined in accordance with some particular design, there being many intricate problems of alteration to be worked out and solved.

Type 2-8-0, Class E3a, locomotives similar to the No. 793 shown in the accompanying illustration, have been selected for the present conversion program. From them are being turned out consolidated freight locomotives and switchers according to the needs of the service. Three examples of conversion are represented in the photographs of the no. 93, no. 901 and no. 814. These locomotives were drawn up for inspection by the Board of Managers on their trip over the road last June, to show them the possibilities of rebuilding old type power into new equipment.

A better idea of just what an undertaking of this kind involves, may be had from a detailed account of the work done on each of these locomotives. It follows, herewith:

The no. 93, type 0-8-0, Class B6, since giving splendid service on the Susquehanna division, was rebuilt from the no. 871, a Dickson Locomotive of 1906, equipped with Stephenson motion work and slide valve cylinders, and having a center cab. It was taken into the Colonie shops for a Type "C" conversion in the course of which it received Class 2FT repairs, as follows:

Engine Work -- New frames, new Alco reverse gear, new spring rigging and equalizers, new driving boxes, new guides, new piston heads and rods, new crossheads, new steel buffer beam and radial buffer, new footboards, new Stephenson motion work, new main and side rods, new Chamber's throttle valve, (complete), and new back steel cab.

Boiler Work -- New firebox, front flue sheet, smoke box and flues; boiler reinforced and steam pressure increased from 200 to 210 pounds; and, tank rebuilt into new design clear-vision type, with new frame and rebuilt trucks.

Engine and tender were completely repainted before leaving the shop.

The no. 901, type 2-8-0, built at the Schenectady Locomotive Works in 1906 and equipped with Stephenson motion work and slide valve cylinders, retained its numerical designation and class. It was subjected to a Type "B" conversion, during which it received Class S3XFT repairs, and equipped with a booster, repainted, and has since been in operation out of Whitehall, on the Champlain division, where its performance has been entirely satisfactory. Its work sheets read as follows:

The No. 814 Type 2-8-0, with center cab, built at the Schenectady Locomotive Works in 1905.

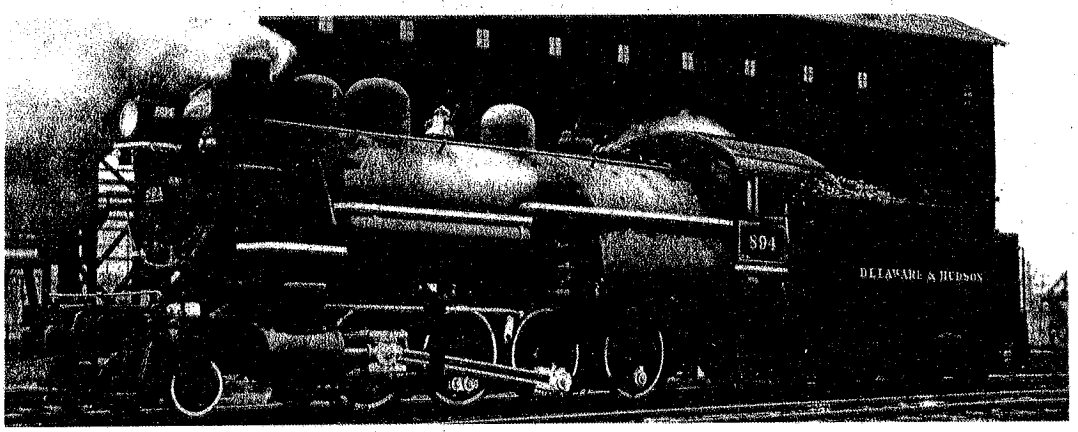
Engine Work -- New frames, new slide valve cylinders, new driving tires, boxes and axles, new crank pins, new Stephenson motion work, new guides and crossheads, new piston rods and heads, new main and side rods, new footboards, new eight and one-half inch cross compound pump, new Chamber's throttle valve (complete), new Alco reverse gear, new back steel cab, new steel bumper beam, new radial buffer, and new spring rigging and equalizers.

Boiler Work -- New throat and back flue sheet, new smoke box, new sets of superheater and small flues; boiler reinforced and pressure increased from 200 to 210 pounds; tank and tank trucks given general overhauling.

The no. 814 Type 2-8-0, with center cab, built at the Schenectady Locomotive Works in 1905 and having Stephenson motion work and slide valve cylinders, received Type "A" conversion and Class S2FT repairs, was repainted, and left the shop with its original numerical designation and class. On the Pennsylvania division, it has since been giving very good service. The conversion and repairs were accomplished as follows:

Engine Work -- New frames, piston valve cylinders, driving tires, boxes, and axles, Walschaert gear, guides, piston rods and heads, cross heads, driving rods, foot boards, eight and one-half inch cross compound pump, Chamber's throttle valve (complete), Alco reverse gear, back steel cab, bumper beam and radial buffer, and new spring rigging and equalizers.

Boiler Work -- New firebox, smokebox and superheater and small flues; boiler reinforced and stream pressure increased from 200 to 210 pounds; tank and tank trucks given general overhauling.



From the D&H Bulletin, October 1925.

World's First Roller-Bearing Rods on Delaware and Hudson

With the completion of locomotive no. 609, reconstructed at Colonie Shops and placed in service February 2, 1934, the Delaware and Hudson again takes the lead in a development of primary importance in America (and, it is believed, the world) by turning out the first motive power in which SKF self-aligning roller bearings have been substituted for the brass type generally used in the back end of the main roads and in the middle connections of the side rods.

SKF roller bearings are also used on the main driving axle, a similar application having been in satisfactory operation on Delaware and Hudson locomotive No. 1071, the first railroad-owned locomotive in the world to be so equipped, since September 1930. (The *L.F. Loree*, No. 1403, built last year, has a similar installation.) Three months prior to the application of roller bearings on the main axle of the 1071, the attention of the public was called to the possibilities of this use of anti-friction bearings by the construction, for a bearing manufacturer, of a locomotive in which roller bearings were used on all axles. This machine, however, was equipped with the conventional type of rod bushings.

The original carbon steel rods were replaced with a new set forged from a carbon-nickel steel alloy.

There are two major problems to be solved in applying roller bearings to the driving rods. First is the matter of size and weight, the roller bearings weighing more than the brasses which they replace, and, in addition, taking up more room, so that larger rods are necessary and must be allowed for by increasing the weight of the counterbalance in the driving wheel in order to prevent damage to track and bridges and to make the locomotive ride well. For this reason, when the 609 was reconstructed, the original carbon steel rods were replaced with a new set forged from a carbon-nickel steel alloy. The strength and ductility of this material is so much greater than that of the original steel that it was possible to redesign the rods so that, complete with the roller bearings, they weigh but little more than the old set and very little added counterbalancing is needed.

The second problem is that of providing sufficient flexibility in the bearing to allow various connected parts of the machine to adjust themselves as the locomotive takes curves or when the front driving wheels develop lateral motion as the result of several thousand miles of service.

The roller bearings applied to the rods of locomotive 609 run in raceways shaped like portions of a hollow sphere, thus allowing for any necessary motion of the rods relative to the main crank-pin.

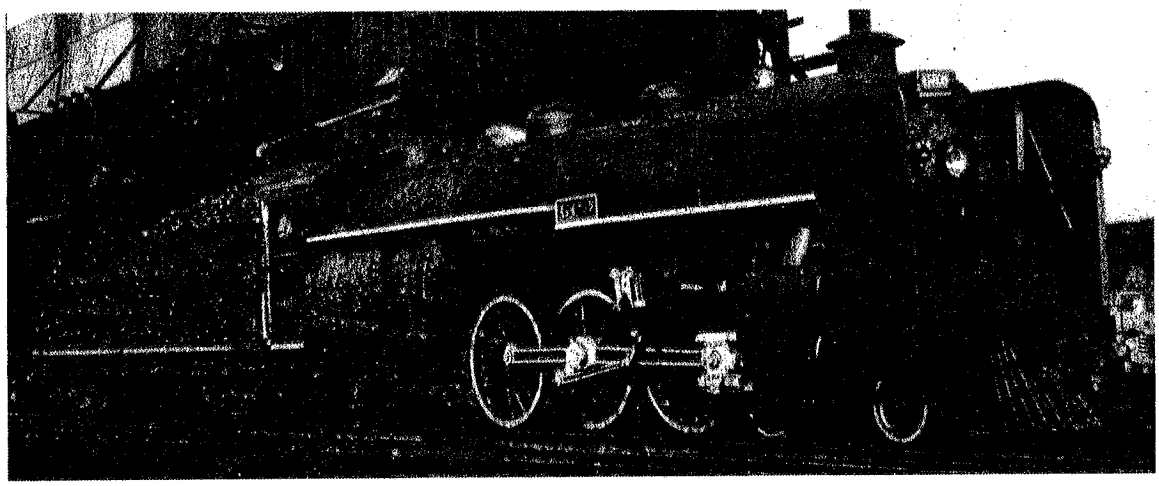
Application of roller bearings to the main axle was made in conjunction with necessary frame replacement, the additional space occupied by the new type bearings being provided for between the frame jaws. The new frames also provide for the relocation of the air compressor and electric generator between the driving wheels as was done in the cases of locomotives 651-653.

Electrically lighted numbers attached to the running-boards on either side, the headlight sunk in the center of the smokebox door, English type cab and smokestack and the highly polished rods and motion-work give the 609 a distinctive appearance and attract much favorable comment.

After the usual breaking-in period in local service it is probable that the locomotive will be assigned to the heavy, fast passenger service on the New York - Montreal sleepers, which make no scheduled station stops in the 220-mile run between Troy, N.Y., and Montreal West.

It is probable that the successful operation of the 609 will result in the construction of the remaining engines of the "P" class along similar lines.

From the D&H Bulletin, April 1934.



At the Colonie Shops (NY), 609 awaits the call of duty.

Jim Bachorz Collection

Heads Our International Passenger Power

Uniflow Valves and Increased Steam Pressure Among Features of New Locomotive

A new queen now rules the Delaware and Hudson's passenger fleet as it speeds along the route of the Montreal Limited. Deposing locomotive 651, as the latter in its turn displaced number 652, pioneer in this class of power, "the 653," just completed at our Colonie shops, now heads the list.

In general appearance the newcomer resembles her sisters of the 650-class. The tenders with their capacity of 14 tons of coal and 11,000 gallons of water, are identical in design and built long and low. Streamlining has been continued as in the previous designs, the headlight, sandboxes, bell, whistle, safety valves, and all piping being concealed so that only the stack and dome-casing appear above the level of the boiler top.

Two features particularly distinguish the new engine: cylinder castings of a new modified uniflow design and a boiler which, although of the usual staybolted construction, carries a pressure of 325 pounds per square inch.

For experimental purposes each of the three locomotives of this series has been equipped with a different type of valve, each being actuated by a Walschaert gear of the conventional type. Locomotive 652, the first of the three to be built, has the customary piston valve. The second engine, Number 651, has an installation of the Dabeg Poppet Valve, which is being used quite extensively in Europe.

"The 653" has a modification of the Uniflow system incorporated in the design of its cylinders and valves. A double piston valve operates to admit steam at the ends of the cylinders in the usual manner. A series of ports in the cylinder barrel when uncovered by the movement of the pistons and valves, controls the exhaust of the steam in such a manner that the cylinders are maintained at a higher temperature than in the conventional locomotive, thus reducing condensation losses. The use of a Type E superheater, as on other locomotives of this class, is expected to add to the effectiveness of the valve arrangement.

Further increased efficiency results from the use of a steam pressure of 325 pounds per square inch instead of the usual 200 to 250 pounds. This added considerably to the problem of designing both a boiler and running gear capable of withstanding the stresses set up. The boiler, of the radial-stayed type, has a firebox nine feet, eight inches long, and nine feet wide, constructed of fire-box steel. Nickel steel is used for the roof- and barrel-sheets and dome-liner. As an additional safety measure a low-water alarm is provided.

Upon entering the cylinders the steam exerts a total pressure of over 60 tons on the piston so that the latter, together with crossheads, rods, wheels, axles, frames, etc., must be built rugged enough to stand the strain. High tensile strength steel was used to the greatest possible extent but the size of parts had, nevertheless, to be increased to such a point that the weight on the engine truck and driving wheels presented another problem.

Hollow-bored driving axles and the use of aluminum for the cab, main air reservoir and driver brake cylinders resulted. Special light-weight grates and running boards were also used in order to reduce the total poundage.

Another usual feature is the extension of the piston rods through the front cylinder heads in order to equalize the total pressure on the front and back of the piston. With ordinary boiler pressures this inequality is overlooked. In the case of "the 653" it would amount to a matter of some two tons at full throttle, resulting in unsatisfactory operation. The rod extensions also carry the weight of the piston heads thus reducing packing ring wear to a minimum. Valve stems are extended through the front head of the valve chambers in accordance with Delaware and Hudson standard practice.

In the cab the various gauges have been assembled in a neat aluminum case somewhat similar to the automotive instrument board.

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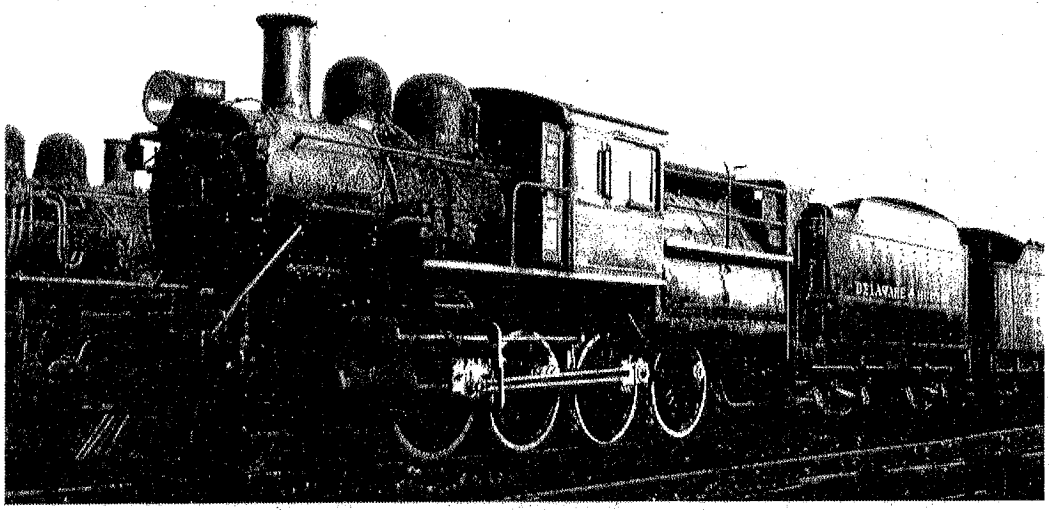

E2a no. 753 awaits the call of duty. Built in 1900 "she" lasted until 1951. It is unknown who the original builder was as the builder listed as D&H Oneonta with the number A-753. "Her" original number was 288. Chris Shepherd Collection

Heads Our International Passenger Power

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Non-lifting injectors of conventional design supply water to the boiler as needed. In the event that, for any reason, the water level falls below a certain height an alarm whistle in the cab gives an unmistakable warning to the members of the crew. A Delaware and Hudson standard throttle valve is used.

The deep-throated steam chime whistle is operated by the pressure of a finger on an air valve convenient to the engineman. Similar valves operate sanders and also the pneumatic bell-ringer which is located below the pilot beam.

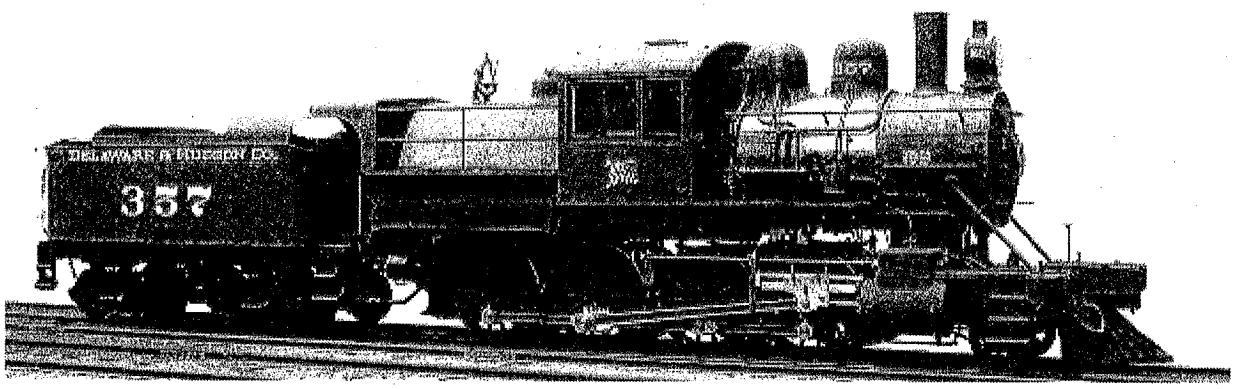
Wiring for the headlight and classification lights is concealed. Another feature is use of illuminated numerals on the side of the locomotive. Electric lights behind the glass to which the nickel numbers are secured render identification of the unit a simple matter at all times. The nickel-plated frames around the number boxes, together with the highly polished steel of the rods and valve-motion parts, stand out in striking contrast to the jet black finish of the sleek machine.

A sixteen-feed mechanical lubricator supplies oil to the valves, cylinders, and air pump, while a pendulum type flange oiler is provided to reduce flange wear on the front pair of driving wheels.

Two years' experience with previous locomotives of this and other classes continues to indicate the wisdom of locating the cross-compound air pump, power reverse gear and generator between the frames, thus helping to lower the center of gravity of the engine.

The overall length of locomotive and tender is 87 feet. With 24 x 32-inch cylinders, 73-inch drivers, and 325 pounds of pressure, it is conservatively rated at 43,000 pounds tractive effort.

From the D&H Bulletin, May 1931.



Posing for the photographer in 1899, Class E2 357 would soon be renumbered 304 then finally 716. Because of "her" small size, "she" only lasted until 1935.

BLHS Archives

Classic Mother Hubbards: Class E2 By David M. Grover

The D&H, like all anthracite haulers except for the Lackawanna, made great use of the consolidations (2-8-0) type in the late nineteenth and through the first half of the twentieth centuries.

The Dickson Manufacturing Company, located near Scranton Pennsylvania, built the D&H's first three consolidations in 1882. They were successful, and so others were acquired. The D&H reworked some 4-4-0's and 2-6-0's into consolidations rather than dispose of them as unwanted. The upswing in freight business at the close of the century would bring with it heavier rail, stronger bridges, more and larger locomotives, as well as increases in terminal capacities so as to service them.

The D&H placed large orders for consolidations at the close of the century. Class E1 was a hodgepodge of disparate consolidations which were on the property by 1899. Classes E2, E3, and E4 were, however, new from the rail up. The new classes ordered would include 153 machines, built over a seven year period. The Dickson Manufacturing Company and the Schenectady Locomotive Works, which built the new locomotives, would become part of the American Locomotive Company in 1900 while the work on the D&H locomotive was in progress. Classes E2 and E3 were intended for similar service - mainline freight work, with 74 and 73 locomotives respectively. Class E4 was only seven in number. They were built for pusher service on Binghamton Hill. Later they would be outmoded in that job and rebuilt into 0-8-0 switchers, some of which remained in service in the Binghamton area.

The E2's were divided into

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Classic Mother Hubbards

(Continued from page 29)
five groups, different from one another in axle loading, firebox and boiler construction details, but outwardly looking alike. As built they had 56" drivers, 21" x 26" cylinders, slide valves, Stephenson valve gear, and boiler pressure of 180 pounds. Their initial tractive effort rating was 31,850 pounds, They had 30" pilot wheels, road pilots, and tenders rated for 5,000 gallons of water and 8 tons of coal. They were very graceful Camelbacks, to Mother Hubbards, with the cab nearly centered between the second and third driving axles. Delivery of the E2's began in 1899. I have seen an early photo with "Delaware & Hudson Co." on the tender's coal boards, but never one with the "C" for Canal (company) written on the coal board. They may very well have been the first locomotives to be delivered with the new name on them. The D&H officially dropped the word canal from its name in 1899.

They may very well have been the first locomotives to be delivered with the new name on them.

Class E2 group 1 was built in 1899 as was group 2. Group 4 was built in 1900 as group 3 was built in 1900-1902. Group 5 locomotives were built from 1899 until some time in 1902. The E2's were still quite new when their first modification took place. Starting in 1905 larger driver tires were fitted, increasing driver diameter to 57" and technically thereby reducing tractive effort to 31,300 pounds, a nominal loss of 550 pounds. In practice probably little if any difference was noticeable in their performance.

The E2's were a welcomed and considerable success. They were about as popular with crews as any two cab locomotive could be. They were very flexible and able machines. By 1944 half of them remained in service. The others has been scrapped, starting in 1926. Most scrappings occurs in the depression. While E2's were being cut up, E3's were taking their jobs; they were more desirable at a time when the need for motive power was declining. E2's were not converted into 0-8-0 switchers as the E4 and some E3's were. E2's also did not get single cabbed in the great rebuilding on the 1920's and 1930's. Overall, those that remained in service till the end of steam looked pretty much as they originally had 40 and even 50 years earlier.

The E2's began their careers as main line freight haulers, but were rapidly eclipsed in that role by the greater E5's, then E6's, and the E5a's. Their sure footedness, acceleration, and light axle loading made them ideal for branch line service and they spent most of their long lives working in that capacity, but they also continued to appear on the high-iron. They were used from one end of the system to the other until the end of steam operations.

Some E2's were superheated, although most were not. A telltale sign was external dry pipes from the smokebox to the valve chest. These locomotives received "economy" piston valve kits as a necessary replacement for their original slide valves. The 754 received Baker valve gear, but the others retained their Stephenson valve gear until the end. No. 713, 726, 740 and 755 had "auxiliary locomotives" under their tank for quite a while.

They had been retrofitted with 7,800 gallon/14 ton tenders with footboards hung from the rear sill. The use of auxiliary locomotives was useful in branch line work where limited bridge and rail loading's prohibited the use of substantially greater axle loadings (read: larger locomotives). The additional 10,000 pounds or so of tractive effort enabled starting longer trains and handling them better on grades.

From the January 1993 BLHS ***Bulletin***

The L.F. Loree, D&H Press Release

The *L.F. Loree* is the first four outside cylinder, triple expansion, non-articulated locomotive and was placed in service April 1933 on the Delaware and Hudson Railroad.

The *L.F.Loree* is the fourth of a series of high pressure locomotives, the first three of which are 2-8-0 type cross compounds, carrying respectively 350, 400 and 500 pounds boiler pressure. All of these locomotives are used in freight service, the latest of which presents a marked departure from conventional design. Steam is expanded in three stages, being used first in a high pressure cylinder under the right side of the cab, then in an intermediate cylinder under the left side of the cab, and finally in two low pressure cylinders at the front of the locomotive, from which it exhausts through the stack. Poppet valves actuated by a rotary cam gear are applied to all four cylinders, the drive being obtained by means of cranks secured at one end to the main crank pins.

The boiler is of the water tube-fire tube type used on previous high pressure locomotives.

The boiler is of the water tube-fire tube type used on previous high pressure locomotives. The firebox drums, however, are seamless forgings of special steel, the use of which enabled a saving in weight of about 5,300 pounds over those of the previous boilers.

The Delaware and Hudson Railroad, the first to apply roller bearings to the main driving axle of a locomotive, has from this experience made similar applications on the *L.F.Loree.*

A Dabeg mechanical feed-

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The L.F. Loree

(Continued from page 30)
water heater pump, mounted below the left running board and driven from the front crosshead, supplies the boiler with water. Main and side rods and crank pins are made of a special high grade steel. The rear tender truck is a Bethlehem Auxiliary Locomotive, operating at full boiler pressure.

From the February 1992 BLHS ***Bulletin***

Locomotive Characteristics:

Type	4-8-0
Weight of Engine Truck, Pounds	69,000
Weight of Drivers, Pounds	313,000
Weight of Engine, Pounds	382,000
Weight of Tender Loaded, Pounds	287,000
Weight of Engine and Tender, Pounds	669,000
Boiler Pressure, Pounds	500
Cylinder - 1 High Pressure	20" x 30"
Cylinder - 1 Intermediate Pressure	27.5" x 32"
Cylinders - 2 Low Pressure	33" x 32"
Drivers, Diameter	63"
Tractive Effort, Triple, Pounds	75,000
Tractive Effort, Simple, Pounds	90,000
Tractive Effort, Auxiliary Locomotive, Pounds	18,000
Tractive Effort, Maximum, Pounds	108,000
Grate Area, Square Feet	75.8
Valves and Motion	Poppet, Rotary Cam
Feed Water Heater	Dabeg
Tank Capacity	14,000 gals.
Fuel, kind	Bituminous coal, 17.5 tons
Track Gauge	4'8.5"

Recently Converted: *Unique Features Permit the Use of Locomotive on Branch Line Where Old Bridge Limitations Prevented Operation of Standard Type After Conversion*

Since the return of the railroads to private ownership, following the war-time government operation which was so injurious to the carriers, great improvements have been made in operating efficiency. The steam locomotive is said to have been improved more during the past five years than in all of the preceding half century. Larger and more powerful units have been constructed time and again after the limit had apparently been reached. The Delaware and Hudson Company has stepped to the forefront in the development field by the construction of the *Horatio Allen* and *John B. Jervis* types.

These great machines are of tremendous value for main line purposes. There are, however, branches serving important industrial and commercial centers. The traffic here is not sufficient to justify the reconstruction of the track and the rebuilding of bridges necessary to support the weight of large locomotives. On the other hand, the increased weight of modern cars and the hilly nature of the country traversed necessitate the use of as powerful locomotives as track and bridge limitations will permit.

"The 449", up to the time "she" went to the shop at Colonie last fall, was one of those unlovely looking double-cabbed creatures that are variously termed "Mother Hubbards" or "Camelbacks". This design was originally resorted to because of the large size of the grates required for the use of hard coal, and the style is peculiar to locomotives operating in the anthracite region. In order to avoid certain disadvantages of the double cab arrangement for road engines, some classes are now being converted as they pass through the shops.

From the accompanying illustrations it may be seen that the appearance of "the 449", shown before and after shopping, has been greatly improved by the conversion. When an engine has been assigned to a division for some time the Maintenance forces as well as the engine crews get to know "her" personally. Consequently they take an active interest in "her" affairs and if "she" behaves well and tends to business every day "she" has many friends. "Her" departure for the back shop is viewed with mingled feelings of regret and anticipation, and the hope is often expressed that they won't spoil "her" in the shop. The return from the shop is anxiously awaited therefore, and

(Continued on page 32)

Recently Converted

(Continued from page 31)
it is largely for the men of the Pennsylvania Division that this explanation is given. (You see "the 449" was formerly "owned" by that division and they may be wondering what has become of her.)

The Rutland and Washington Branch was in need of power heavy enough to better handle their trains. The operation of locomotives of the "G" class, as originally converted, was impossible here as they were too heavy for certain bridges; at least there was too much weight on the driving wheels. By taking weight from the back of the engine and adding it to the front they still had all the parts that were needed to make it operate and the new distribution of weight made operation over R.&W. bridges possible, although one speed restriction is still necessary.

The air pump was moved from the usual position on the side of the boiler to a position in front of the cylinders, between the frames, where it will not interfere with the removal of cylinder-heads when necessary. What appears to be the sand-box in the picture of the converted locomotive, is not a sand-box, but the steam dome moved ahead to the position normally occupied by the sand-box. The latter has been located beneath the running board directly over the main drivers. The electric generator for the lights and train-control is also moved to a position under the boiler just in back of the cylinders. (The steam exhaust pipes from pump and generator are connected with the exhausts from the cylinder thus acting in place of drifting-valves to prevent the suction of cinders and smoke from the smoke box into the cylinders, and thus destroying the lubrication, when the engine is "drifting" or coasting down hills.) The air reservoirs were also moved from the middle of the boiler to a position just back of the cylinders.

By the application of a superheater and the increasing of the boiler pressure from 190 to 200 pounds, the tractive effort has been increased from 22,800 to 25,200 pounds.

It will be noticed that the bell is mounted just over the headlight, the standard location on the converted engines. Wherever possible the piping has been concealed beneath the neatly fitting jacket of planished steel. The smoke-stack is also a departure from the prevailing American design of a short stumpy "hole to get rid of exhaust steam". Its lines have been set off to advantage by a neat gold stripe which shows that no black smoke has been made, as long as it remains untarnished.

Usually when you give or sell a pet which you think a lot of to someone you know, you tell them the name by which you have called it. So those at Colonie who were most "intimate" with "the 449" during "her" stay there want the future "owners" to know that "she" has been christened *Prince of Wales*

From the D&H Bulletin February 1929.

First in the World *Delaware and Hudson Locomotive No. 1403, Four-cylinder, Triple-expansion, Non-articulated Compound, with Poppet Valves, has Hauling Capacity of a Mallet.*

The locomotive has four cylinders instead of the usual two.

Possessed of the "brute strength" of a Mallet, yet with a modest appetite for coal and water, Delaware and Hudson locomotive no. 1403 stands forth as "something new under the sun." Named *L.F. Loree*, in honor of the man whose faith in the future of steam railroads has never been shaken and whose interest in locomotive development has made its construction possible, the 1403 is the first and only four-cylinder, triple-expansion, non-articulated compound steam locomotive in the world.

To the railroader that description is quite clear but, for the sake of the other readers of *The Bulletin*, this means that:

1. The locomotive has four cylinders instead of the usual two. The use of this number of cylinders is not, of itself, a new feature as our 1500- and 1600-class Mallets all have four cylinders. On those classes, as on other locomotives of similar design, the rigid wheel base is divided into two sections connected by a flexible joint, each pair of cylinders operating in connection with a separate set of three or four pairs of driving wheels. In other words, two separate engines connected by a joint, hence called "articulated."

The 1403 has four cylinders, one of which is located at each corner of

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First in the World

(Continued from page 32)

the machine, the pairs on either side being connected through individual pistons, crossheads and driving rods, to a single main crank-pin. Alloy steels are used throughout the entire locomotive to provide additional strength without increased weight.

2. Steam at 500 pounds per square inch pressure passes from the boiler through a superheater and thence through the throt tle valve and a specially designed steam pipe, to the high pressure cylin der, located below the cab on the right side. This pipe is corrugated to allow for expansion and contraction with the changes in temperature to which it is exposed. Af ter having expanded and pushed the piston through the length of the cylinder, the steam then passes to the intermediate pressure cylinder which is below the cab on the left side. Again the same steam that moved the high pres sure piston now propels the intermediate piston at the steam expands a sec ond time while doing more work. By this time the pressure has been so much reduced that the quantity of steam which was needed to drive the twenty-inch high-pressure piston fills *two* 33-inch low-pressure cyl inders. Following this third expansion, from which the "triple expansion" designation is de rived, the steam is ex hausted up the smoke stack at a pressure of 3 to 5 pounds above that of the atmosphere, as com pared with 7 to 10 for older types of power.

3. Following the practice of the Delaware and Hudson designers of earlier ex perimental freight power the consolidation type of wheel arrangement would have been followed, in order to have the greatest proportion of the weight on the driving wheels, but for the fact that the two large low-pressure cylinders at the front were too heavy to be carried on a single lead truck axle. Consequently, a 4-8-0 arrangement was utilized. Thus the 1403, although as powerful as a Mallet with 16 drivers, has only eight.

Before steam can be used efficiently it is essential that it be generated economically. It is for this reason that the boiler pressure has been progressively increased in the Delaware and Hudson's experimental locomotives. The *Horatio Allen* carries 350 pounds as compared with the usual 225 to 250, while in the 1401 this was increased to 400 pounds and the 1402 and 1403 carry 500 pounds pressure. This is generated in a boiler having a water tube firebox, vertical tubes, the top and bottom ends of which enter steel drums, forming the sides of the firebox.

In the construction of the 1403 these drums are seamless forgings which are machined eccentric so that one portion of the wall is left thicker that the rest. In this thick portion are drilled the holes through which the tubes enter the drums, extra material thus being provided to increase the strength of the "bridges" between the adjacent holes. Following standard Delaware and Hudson practice the firebox is of the wide type, extending out over the rear drivers. The grate area, less than 80 square feet in a locomotive of this power, is an indication of the degree of efficiency at which the machine is expected to operate.

At the present time the thermal efficiency of an ordinary locomotive is about 5 1/2 to 6 per cent, that is, only that proportion of the energy present in the coal that is fed into the firebox is transformed into power at the drawbar for pulling a train. Theoretically it is possible to increase this figure to 17 or 18 percent. To approach more nearly this degree of efficiency is the goal of the Delaware and Hudson management, and the reason for its continued experimentation along these lines.

In 1924, at the dedication of the *Horatio Allen*, no. 1400, President Loree expressed the hope that that locomotive would "develop one-third more haulage capacity, with one-third less consumption of fuel and water, than the corresponding Consolidation locomotive." This hope was realized and the 1403 is expected to continue this improvement along these lines.

One of the major features of the locomotive is the valve mechanism. From the experience had with poppet valves on locomotives 925 and 651, it was decided to apply the same type of valve to the 1403. The poppet valves on both locomotives previously equipped were actuated by Walschaert motion and oscillating camshafts, while in the design of the 1403 a rotary cam gear is employed. This arrangement lends itself most efficiently to the triple expansion requirements, in the correlating of the movements of the valves of the four cylinders.

From the experience had with poppet valves on locomotives 925 and 651, it was decided to apply the same type of valve to the 1403.

The rotary drive is obtained by means of cranks secured to the main pins which to all appearances are the familiar eccentric cranks of the Walschaert gear, but as applied to the 1403 the free end of each crank is set exactly in line with the center of the main axle, thereby producing the rotary motion necessary for the valve cam shaft operation. The valves of the high-pressure and intermediate pressure cylinders are actuated from the right main crank pin, while the left main crank pin controls

(Continued on page 34)

First in the World

(Continued from page 33)
the movements of the valves for the two low-pressure cylinders. In this manner all the valves are primarily actuated by the rotation of a single shaft, the main axle, and each movement of the valves in the high pressure cylinder is attended by a definite predetermined movement of the valves in the other cylinder, thereby securing proper correlation of the work in different cylinders.

Some idea of the capacity of the poppet valves may be had when their dimensions are known. For the high pressure cylinder both intake and exhaust valves are 9 inches in diameter with a maximum lift of one inch. The intake valve lift may be reduced to one-half inch but the minimum for the exhaust valve is three-quarters of an inch. Similarly, the intake valve of the intermediate pressure cylinder is 9 inches in diameter with an inch maximum and half-inch minimum lift. The exhaust valve, which is 9-1/2 inches in diameter, has lift limits of 11/16 and 3/4 inches. For the low pressure cylinders 9-1/2-inch intake and 9-inch exhaust valves are provided, the former having lift limits of 1-1/16 and 3/4 inches, and the latter 1-inch and 3/4 inch.

The power reverse gear is of special design and provides cutoff in forward motion - full gear, 66%, 58%, 50%, 43% and 36% as well as a drifting position, and in backward motion - full gear, 66% and 36%.

The main driving wheels are of box section design, which, in addition to being lighter in weight, are less likely to develop cracks than those of the old type. As the Delaware and Hudson was the first road to apply roller bearings to the main driving axle of a locomotive, it is significant that this type has been adopted for use on the 1403.

Another innovation is the design of the lead truck, journal boxes and side frames of which are cast integral to effect a considerable saving in weight. Lubrication of the wheel bearings is done through handholes in the pedestal legs at the front and rear of the truck, it being unnecessary to remove any bolts or keys to get at the bearings. The journals are 7-1/2 by 13 inches and the oil cellars come up as high as the center of the axle at the rear while the front edge has a protruding lip to insure the retention of waste and oil in their proper places. Additional features of the truck are its 56-inch springs and the lateral resistance device, both of which should improve the riding qualities of the locomotives.

In conformity with the Delaware and Hudson practice of concealing the piping and various auxiliary units beneath the jacket of the boiler, even the air compressor of the 1403 is hidden, although mounted on the right side of the smoke box. Radiating fins applied to the air pipe to the main reservoir facilitate the cooling of the compressed air to such an extent that only half as much pipe is used here as would normally be required.

Mounted below the left running board is the Dabeg mechanical feed water heater pump, driven from the crosshead, which supplies the boiler. A specially designed injector, which will operate against any pressure of steam from 100 to 500 pounds, is mounted below the cab on the right side as an auxiliary water supply.

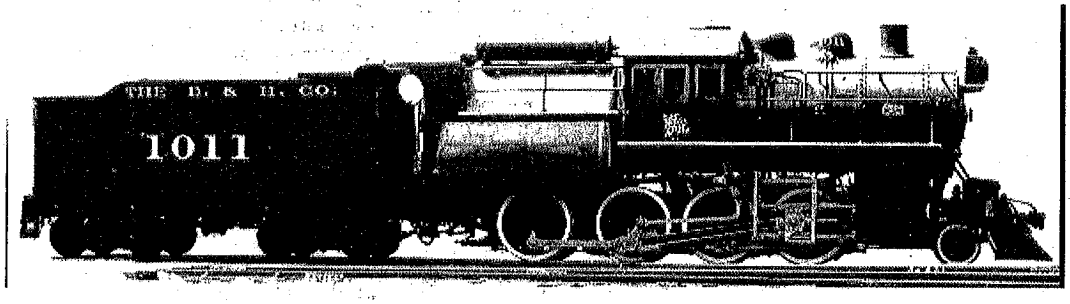
Lubrication is supplied by a 26-feed mechanical lubricator, supplemented by a hydrostatic lubricator which supplies the water- and air-pumps and other auxiliaries.

To fully appreciate the hugeness of the 1403, the excellent proportions of which fail to give a real impression of its size, it is necessary to enter the cab. In proportion to the rest of the locomotive it seems so small that it is quite surprising to enter a "room" about seven feet square, and with the exception of the comfortable seats of the crew, practically devoid of the usual paraphernalia that clutters up the "standing room." Even the petals that control the operation of the fire-door are set into the floor conveniently near the fireman's station.

Beyond the addition of a pyrometer and a 1000 lb. steam gauge or two for determining the condition of the steam at various points in its travels through the machine, the controls are similar to those on the usual locomotive. Pneumatic operation of the sanders, cylinder-cocks, bell-ringer, whistle, etc. is in accordance with standard practice. Only the fact that the boiler butt does not extend back into the cab at all and the three ventilators in the cab roof and two more in the rear are reminders of the care that has been taken to assure comfort for the crew despite the high temperatures within the machine.

The capacity of the long,

(Continued on page 35)



Class E5 1101 was built in 1906 and then rebuilt in 1925 to a single cab. "She" finally succumbed to the scrappers torch in 1945. This classed totaled 89 units, many being rebuilt like 1011 to single cab configuration and others rebuilt to class B7 0-8-0.

BLHS Archives

First in the World

(Continued from page 34)
low tender, designed to avoid side sway at high speeds, is a further indication of the expected efficiency of the locomotive. It carries 14,000 gallons of water and 17.5 tons of coal, which while in themselves goodly amounts, are but two-thirds of what would be provided for the conventional locomotive operating in the same service. The tender acts not only as a carrier of coal and water but as a second locomotive, its capacity being as great as that of the motive power of half a century ago. The rear truck is a Bethlehem Auxiliary Locomotive in which a pair of cylinders, using 500-pound steam direct from the boiler, drives, through rears and rods, the three axles of the truck. At starting or at speeds under 10 miles per hour the arrangement adds 18,000 pounds to the 75,000 tractive effort of the locomotive when operated as a compound. By introducing high pressure steam into all of the four cylinders of the locomotive its tractive effort may be increased to 90,000 pounds. This, with the additional power of the booster, gives a total force of 108,000 pounds, which is only equaled by the heavy Mallets.

The total loaded weight of the locomotive and tender is 669,000 pounds. Of this the locomotive, with 69,000 pounds on the engine truck and 313,000 on the 63-inch diameter driving wheels total 382,000, while the tender, full of coal and water, weighs 287,000. The efficiency of the 1403 is once more apparent when it is considered that many less powerful locomotives of the conventional design weigh, without tenders, as much as 400,000 pounds, of which only about 275,000 is available for holding the driving wheels down on the rails for the purpose of transmitting power.

From the D&H Bulletin May 1933.

Type	4-8-0
Wt. On Engine Truck, lbs	69,000
Wt. On Drivers	313,000
Wt., Total	382,000
Wt. Tender, light	125,300
Wt. Tender, 2/3 loaded	226,400
Wt. Eng. And Tender	608,400
Steam Pressure, lbs.	500
Steam Pressure, Aux. Loco.	500
Tractive Power, Simple, lbs.	90,000
Tractive Power, Compound	75,000
Tractive Power, Aux. Loco.	18,000
Water Tubes	260
	2, 1/2" O.D.
	6,-3" O.D.
Flues	155,-2"
	52-5 1/2"
Firebox, Length, in.	140
Firebox, Width, in.	77-3/4"
Brick Arch	Yes
Combustion Chamber	None
Heating Surface, Flues & Tubes, sq. ft.	325
Heating Surface, Arch Tubes	61
Heating Surface, Firebox	965
Evap. Heat. Surf., Total	3351
Combined Heat. Surf.	4427
Heat. Surf. Superheater	1076
Grate Area, sq. ft.	75.8
Fuel	Bituminous Coal
Frame Centers, in.	39
Cylinder Dimensions, in.	93
Cylinder Dimensions, in:	
High Pressure	20" x 32"
Intermediate	27-1/2" x 32"
Low (2)	33" x 32"
Auxiliary Locomotive (2)	8 1/2" x 10"
Length of Main Rods, F.& B., in.	132
Driving Wheel Base	18 ft. 10 in.
Engine Wheel Base	33 ft. 9 in.
Length Overall	95 ft. 5 in.
Height above rail	5 ft. 7-1/2 in.
Wheel Diameters, in.	
Engine Truck	33
Drivers	63
Tender, front truck	33
Aux. Locomotive	36
Journal Sizes, in	7 1/2" x 13"
Drivers, Main (Roller Bearings)	11" x 14"
Tender	6-1/2" x 12"
Ratios:	
Wt. On Drivers/Tractive Power, Simple	3.48
Wt. On Drivers/Tractive Power Compound	4.17
Total Evap, Heat. Surf./Cylinder Volume	576.76
Firebox Heat. Surf./Total Evap Heat. Surf	30.62
Total Firebox Heat. Surf./Grate Area	7.39
Grate Area/Cylinder Volume	13.06
Total Evap. Heat. Surf./Grate Area	44.21
Combined Heat Surf./Grate Area	58.40
Rated Tractive Power/Evap. Heat Surf., Simple	26.86
Rated Tractive Power/Evap. Heat Surf., Compound	22.38

Note: Cylinder volume used in computations is that of the single high pressure cylinder.

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. (web site is bridge-line.org). If you wish to contact President Chris Shepherd, e-mail to CH952@bfn.org; for the Publications Office, use the_real_curmudgeon@yahoo.com.

Articles for the next issue of the ***Bulletin*** must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309; fax 518-374-3049) by noon the day before the first Saturday of the month (October 2002 issue deadline is September 7). Please submit articles on diskette, or electronically if possible. We strongly encourage you to support *your* organization by submitting materials for future issues; only with your help can we move forward and continue to prosper.

Unless otherwise requested, please send exchange publications to Doug Barron, BLHS Exchange Editor, 29 Hungerford Rd., Albany NY 12203-4205. Meetings and Programs: contact Jack Wright (518-399-6091) or Dean Splittgerber (518-895-8557).

The BLHS is chartered by the Regents of the University of the State of New York and has 501(c)3 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.

This issue was mailed bulk rate (Third Class) at the Albany, NY, General Mail Facility on Tuesday, July 23, 2002. If you did not receive this copy in a reasonable time, please file a *written* 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	[ ]	$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	[ ]	$20.00 per cal. year**
Family	[ ]	$26.00 per cal. year**	Corporate	[ ]	$50.00 per cal. year**
Sustaining	[ ]	$50 per cal. year**	E-member (overseas) (see notes)	[ ]	$22.00 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 $15 covers air mail cost. 3)*** Overseas issues are sent by e-mail only. U.S. First Class postage is $10/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 07/12/02

BRIDGE LINE HISTORICAL SOCIETY
Post Office Box 13324
Albany, New York 12212

2002 Annual Banquet

Your Bridge Line Historical Society's Annual Banquet will be held on Saturday, October 12, 2002 at the Chariot Restaurant, 5180 Western Avenue (U.S. Route 20), Guilderland, N.Y. The restaurant is about a half-mile west of NY 146/Carman Road; the telephone number is 518-356-1116. Join us for an evening of news, pleasant fellowship, good times, and great memories.

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 6:30 p.m. The buffet items will include green salad with house dressing or olive oil and vinegar, rolls and butter, olives, cheese and pepperoni, corn relish, hot carved roast turkey breast, beef tips burgundy, pastitsio (a delicious Greek specialty), seafood newburg, white rice, roast potatoes, green beans almandine, ice cream with chocolate sauce and a cookie garnish, and coffee and tea. The banquet price, $24 per person, includes gratuities.

The after-dinner speaker and program presenter will be our own **Doug Lezette** of WRGB, TV Channel 6. A preview of Doug's upcoming book, D&H Passenger Trains, Their Final Decade", the slide show will feature the work of dozens of photographers (including many BLHS members) and cover all aspects of D&H passenger operations between 1967-77: the *Laurentian*, excursions, office car specials and the *Adirondack*. There will be plenty of PA's and the Sharks, as well as the people who made the D&H during that era a fan favorite.

2002 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 1; 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

- presents -

The BLHS Crew Shirt

The BLHS Sales Shop has teamed up with Joe Petaccio of JP's Tees to bring you a BLHS Crew Shirt.

This is a golf-style shirt; the material is 50/50 cotton/polyester. The shirt color is gray and features the D&H script shield in blue on a yellow background on the left breast, and the letters BLHS are on the sleeve. The demo shirt produced by Joe several months ago has proven to be very durable and has suffered no shrinkage.

The sizes are generously cut, so we recommend that you do not order larger than your normal size for a shirt of this type. All standard shirt sizes are available. Introductory pricing is $20; we will wait to place the initial order with JP's Tees, so remember your order will have a delay.

We also have a BLHS baseball-type cap available; it has an embroidered "The D&H" shield in front, and the letters BLHS on the back. New York State residents must include sales tax.

BLHS Golf Shirts

Size	Quantity	Intro Price	Sales Tax (NYS only)	Total
Small	_____	$20	$0.70 per shirt	_____
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XL	_____	$20	$0.70 per shirt	_____
XXL	_____	$20	$0.70 per shirt	_____
XXXL	_____	$20	$0.70 per shirt	_____
BLHS Hat, universal (adjustable) size				
	_____	$14	$0.49 per hat	_____
shipping: $3.50 for shirts, $2 for hats; every additional item $1 ea.				_____
			grand total for order	_____

Your name _____

Your address _____

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telephone number _____ e-address _____

Send your payment (check or M.O. made payable to BLHS) to:

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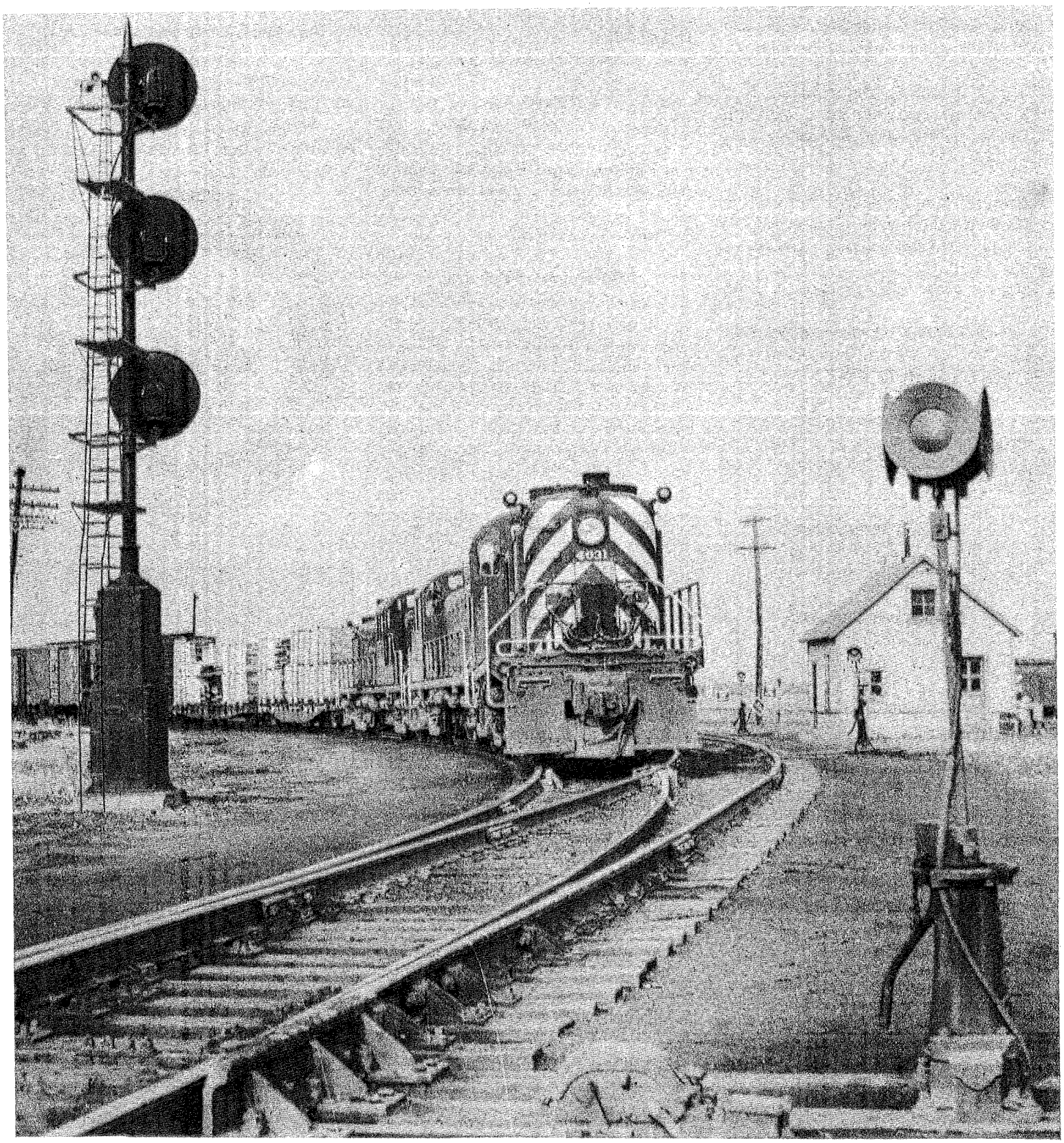
1990 Upper Gregg Rd
Schenectady NY 12306
518-887-5660
e-mail: u23b_2311@yahoo.com

Bridge Line Historical Society

Bulletin

Volume 12, Number 9 $2.50 September 2002



The Timetable

Bridge Line Historical Society

Oct 12 - Annual Meeting and Banquet, Chariot Restaurant, U.S. Route 20, Guilderland, N.Y. See flyer for more information.

Amherst Railway Society

3rd Tue. of month exc. Dec/Feb/Jul/Aug at Amherst Mass. Regional Jr. H.S.; 413-436-0242 or amherstrail.org for info.

Boston & Maine RHS

2nd Sat. of month, 3:30 p.m., Boott Mills Theater, Mogan Center, French St., Lowell, MA.

Empire State Passenger Association

Oct 5 - Monthly meeting, Schenectady, NY
Jan 11 - Monthly meeting, Schenectady, NY
Mar 1 - Annual meeting, Schenectady, NY

Fonda Johnstown & Gloversville RHA

Last Wed. of month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS

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

Hudson Valley RRS

2nd Mon. of month, 7:30 p.m., former NYC RR station, Hyde Park, NY.

Leatherstocking RHS

3rd Saturday of month, 5:00 p.m. at Milford, NY C&CV depot. Web: LRHS.com

Southern Tier RRE

2nd Tue. of month, 7:30 p.m., Foundry Plaza Branch of Broome County Library, Main St., Binghamton, NY.

Susquehanna Valley RHS

Second Thu. of month ex. Jul. - Aug., 7:30 p.m., Vestal Library, Vestal, NY.

Utica & Mohawk Valley NRHS

No meetings during July and August.

On the cover: Three D&H RS3's move south out of the yard at Rouses Point toward the diamond crossing of the Rutland line to Ogdensburg, NY. May 1965 photo by **Jim Shaughnessy**.

Show Time! (other events)

Aug 18 - Toy & Train Show sponsored by Philmont Model RR Club, Am. Legion Post 184 Hall, Hudson, NY; 9 a.m.-2 p.m.
Aug 17-18 - TTCS Toy Train Meet, 10 a.m.-4 p.m., at Adirondack Scenic Railroad, Thendara (station), N.Y.
Aug 25 - TTCS Toy Train Meet, Southside Holiday Inn, Oneonta, NY; 10 a.m.-3 p.m.
Nov 2-3, 9-10, 16-17, 23-24, 11/30-12/1 - Kingston Model RR Club's Annual Open House, Susan St., Kingston, NY, 12 N - 5 p.m. $4 adults, $1 child.

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, Sales/Marketing can be reached at 518-383-7287.

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, there are groups that won't do this!

Bulletin Sales Outlets

The following locations carry the ***Bulletin*** for sale to the railfan community. 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)
- Central Hobby Supply (102 Walter Drive, Syracuse, NY)
- JP's Trains & Hobbies (277 Troy-Schenectady Road, Latham, NY)
- Model Railway Station (49 Mohawk Avenue, Scotia, NY)
- Mohawk Valley Railroad (2037 Hamburg Street, Schenectady, NY)
- Quadrant Press (Mezzanine Fl., 14 W. 45th Street, New York City, NY)
- Tucker's Hobbies (8 Bacon Street, Warren, MA)
- Upper Hudson River Railroad (Passenger Depot, North Creek, NY)

The Consist

BLHS News and Views

by Barb and Jim Bachorz

Annual Banquet

We are told we had two different dates in the June ***Bulletin*** for this year's annual banquet. The date is Saturday, October 12 at the Chariot Restaurant, Western Avenue (U.S. Route 20), Guilderland, N.Y; the telephone number is 518-356-1116.

The menu will be the ever-popular buffet and includes green salad with house dressing or olive oil and vinegar, rolls and butter, olives, cheese and pepperoni, corn relish, hot carved roast turkey breast, beef tips burgundy, pastitsio (a delicious Greek specialty), seafood newburg, white rice, roast potatoes, green beans almandine, ice cream with chocolate sauce and a cookie garnish, and coffee and tea.

The speaker and program presenter will be our own **Doug Lezette** of WRGB, TV6. You've no doubt seen him on his afternoon television show, and is a published rail videographer. In addition, he's working on his new book, which will be almost ready for publication by the time of the meeting. See details later in this column.

Please(!) send us your comments, whether it be via e-mail or snail mail. Thanks for helping; we appreciate it.

Marvin Davis Award

This award honors Marvin Davis, Delaware & Hudson Road Foreman of Engines, and a person who constantly promoted the D&H RR, and was affectionately known as "Mr. D&H". The award will be presented at our Annual Meeting.

Previous recipients were **Barbara and Jim Bachorz**, **George Elston**, and **Jim Shaughnessy**.

Nominations for the award are restricted to D&H BLHS members. Nominations may be made by mail or e-mail to Gene Corsale, 8 Outlook Ave., Saratoga Springs, NY 12866; e-mail ecorsal1@nycap.rr.com. The deadline is two weeks prior to annual meeting date.

Book name change

The name of **Doug Lezette's** upcoming book has been changed to "D&H Passenger Trains, Their Final Decade". So, despite what it said on the promo flyer included with the last issue (this issue's flyer should have the correction), that's the name on the book you'll get when you order it.

Doug says, rightly, that the new title reflects the now broader coverage of the book (now just the *Adirondack*), and puts "D&H" out front, where it belongs. We can't argue with that!

Wanted

We need some more volunteers to help get the ***Bulletin*** ready for mailing. We meet once a month (usually a Sunday afternoon or Monday evening) for about 3 hours. How about joining us for some good times and a little bit of work?

On the road to recovery

We're happy to hear **Bob Hayes** is recuperating nicely from some recent surgery.

Nominations

This year all officers (Chris Shepherd, President; Jim Bachorz, Vice President; Pete Rankin, Treasurer; and Barbara Bachorz, Secretary) and three Board of Director positions are up for election. The directors whose terms expire are: Eugene Corsale, Frank Doherty and Tom McEntee. If you are interested in being on the Board, please contact Elsie Rankin (518-399-6568) or Millie Doherty (518-438-0186). Please consider volunteering; those of us who have been in office since the BLHS began need a break. Thanks.

Artwork

We are always looking for artwork, especially buildings, structures, features, scenes, equipment and people on the Bridge Line. Please send us your sketches, whether they be for column headers, transitory locations, or special illustrations, and your work may grace the pages monthly.

Canadian Members

If you order a sales item or renew your membership, you must make your payment in U.S. dollars payable on a U.S. bank. We get charged a $7.50 bank fee when depositing other forms of payment; if your check or money order does not properly cover your membership or sales purchase, it will be returned.

Hey, snow birds!

Please let us know when you are moving south or west (we've yet to find any who head north) for the winter, and also let us know when you will return north after missing all that wonderful white fluffy stuff. If you want us to hold your issues, we will do that; or, if you wish, we will mail them to your temporary address. Just let us know.

Sustaining members for 2002

Roy Allen; Carl Belke; Rodney D. Brown; Ashleigh Chamberlain; Joe & Charlotte Costello; Howard Coutant; William M. Davis; Wally Day; William Denale; Geoff Dunn; Robert Gangwish; Tom & Arleen Gillen; Richard & Elaine Hambly; Robert Hedgeman; Richard Hooker, Jr.; Ken Houghton; Arthur & Sandra Jackson; Dexter Jeannotte; Rob Kardas; Bruce Leemann; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jesse & Sandra Meeker; Bob & Dori Moore; Tom Moran; Peter Paulson; Michael T. Phelan; Walter & Denise Powers; Michael Prosch; Ralph & Kimberly Roba; John Foord Sherman; Joel Slade; Edward Small; Edward Street; Baird Voorhis; Steve Wasby; Tony White; Payson Wild; Robert Willett; Jay Winn; and Al Zubal.

USPS Required Notice

The BLHS is chartered by the Regents of the University of the State of New York and has 501(c)3 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.

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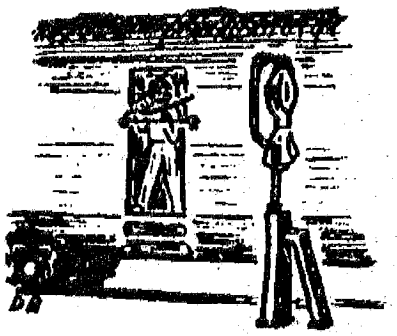

The Mail Car

Mail from our favorite source - our readers!

Photo Locations Identified

*from **Richard N. Stearns***

I have some further identification for some printed in July ***Bulletin***. For the top picture on page 11, engine 561 was on train No. 4 at Smith's Basin, NY; for the bottom photo on page 12, the 651 was on the milk train, also at Smith's Basin.

Flags and Feedback

*from **John J. Collins***

I like **Chris Shepherd**'s "White Flags" issue, but only as an annual. I certainly agree that treating a given subject, such as steam power, in great depth and with respectable and responsible scholarship is a good and admirable thing to do. A very good thing to do – occasionally. But I really look to the ***Bulletin*** for Mad Dog, Bob Lowe, and The Rev's trips on Amtrak, et cetera, the occasional search for the shield, and the editor's own "insightful" and bruising comments.

So, one man's opinion: kudos to Chris for his idea, originality, and very hard work in perparing the BLHS newsletter White Flags edition. But please temper the special issues with what you bat cave people (and as an ex-Navy guy, I know about the original bat cave...) do so well.

Flags and Feedback

*from **Jim Ford***

Wow! and Whoopee! It was a jolt, a pleasant surprise, an enticing dessert following a regular meal.

The topic was – is – my first love: D&H steam. The pix, narrative, statistics and concept was a cold summer drink on a hot summer day. Imagine, a full issue taking aim on a singular subject. Well, you not only imagined it, you brought it to life! Perhaps more importantly, it may give rise to an annual issue devoted to a single idea, a specific aspect of our favorite railroad. Future annuals of this type can't help but be winners.

In fact, a higher cover price to the general public may be in order. And, a special colorized cover (only), along with coverage of zonal D&H country (Canada), Binghamton, Scranton, Saratoga – perhaps the branches, the Altamont/Schenectady/Albany area, Kenwood Yard, passenger and freight cars – it's truly limitless, a superb idea.

Sorry, I've rambled on a bit, but I had to share my thoughts. I hope the membership will embrace the concept and contribute to its success. All I have is a number of D&H artifacts and some old photos (1940's), but these are amateurish.

The August (or August') issue has really awakened this old buzzard. I'm now going downstairs to watch my O gauge D&H 4-6-6-4 challenger walk away with 20 hopper cars on Delaware Central trackage, up a 2% grade.

Ed. Note: We also heard from some other members about the issue, some by telephone. Some were very agitated that the "regular" columns were missing; one called the issue useless, since he didn't care about steam; and others were ecstatic that the issue contained only steam. Chris's issue was a grand experiment. If you want more, contact him; as we said, it was his baby. We certainly thank Chris for the vacation, though, and understand he's already planning next year's issue.

Bingo-Salt City Trains

*from **Dick Kuehnemund***

Today's local paper has the lead story that New York State will spend $9.7 million to run once-daily passenger trains from Binghamton to Syracuse, beginning next spring. The trains will run up the Syracuse branch of the ex-DL&W/now NYS&W to the Amtrak station in Syracuse on a track, which runs just behind Carousel Mall. Trips will be covered by the NYS&W's Budd cars and cost $25(??!!) each way for the 75-mile trip (each way). I don't know where passengers would board here (Binghamton), since the former DL&W station is privately owned and fenced off from the tracks. Our tax $$ at work.

This is somehow in response to the fact that proposed restoration of passenger service to New York City via CP to Scranton and over the former Lackawanna Cutoff in northwestern New Jersey is years away.

Buy Amtrak stock; considering their roller coaster funding from the White House and Congress, it's amazing it ran this long!

Your Friends Are...

*from **Don Morrison***

The lower picture on page 21 of the June issue (a wreck with engine 1081) reminds me of the remark made by a Penn Central or Conrail official many years ago: "When you've been cornered down in the yard, you find out in a hurry who your friends are."

Each issue of the ***Bulletin*** is great.

D&H Valuation Maps

*from **Jon Patton***

I was just at the state library (in Albany) the other day, and found out that all the D&H valuation maps they had listed for the North Creek branch were now missing. They do have map #3 of the South Glens Falls branch.

For anyone interested in obtaining copies of these maps, you can call the State Library Archives in Albany at 518-474-8955 and reserve their use. All the maps should be referenced with Record Series #18541-99 (Box 1) and titled "Railroad Valuation Maps"

Since they do not have them labeled as to location, I took the time to look through all of them and note what is there. The boxes are only labeled with the series number.

Series V-3: Main line - PA state line to Nineveh
Series V-4: Main line - Binghamton to Albany
Series V-5: Cooperstown Branch
Series V-8: Main line - Albany to Waterford Junction
Series V-9A: Green Island and Troy Branches
Series V-9B: Mainline - Saratoga to Lake George station
Series V-9D: Fort Edward to Lake George
Series V-9E: Washington Branch
Series V-12A: Albany Terminal and Water Street Branch
Series V-12C: North Creek Branch (all missing)
Series V-12E: South Glens Falls Branch
Series V-12F: Salem Branch - Greenwich to Greenwich Jct.

Most series are incomplete, but you may find what you need. I am told that you can order copies as long as they are in good enough condition. I hope this is of help to someone.

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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

Summer heat slows the pace

We have only one new ad these past two months; maybe the summer heat is just too much.

For sale: "A Treasury of Railroad Folklore", by Botkin and Harlow. Maroon hard cover, 530 pages, very fine condition. Make offer, including mailing costs, to Clarence Carlsen, 25 East Road, South Glens Falls, NY 12803l tel 518-793-3964, e-mail ccarlsen@capital.net. (0902)

For sale: Genuine Bat Cave-certified PC memory modules, 256 mb PC133 SDRAM SIMM's, for most all PC's. In original packaging; $27 ea. includes P&H. Check your local PC dealer; these will cost you $70 or more! 10% of all sales will be donated to the BLHS. Jim Bachorz, 2476 Whitehall Court, Schenectady, New York 12309; tel. 518-374-9548; e-mail jbachorz@hotmail.com (0502)

Locomotives for sale: Rivarossi U25C, CB&Q, $25; Krauss-Maffei set, D&RGW, powered unit (does not run, broken pilot) and dummy unit (good shape) set in original boxes, $25; Model Eng'g Works GE 44-tonner, all metal, all pieces loose in box, $15; Proto 2000 E8, E-L #819, BevBel custom paint, original box, $45. Add $5 UPS for each if I ship. Craig Fosdick, tel. 518-583-7653 (0502)

Wanted: HO sprung metal Buckeye trucks, pivot type; loco shells and Rivarossi lighted passenger cars, reasonable. Frank Konopka, e-mail fkalco1@aol.com (0602)

Wanted: Information about Cobleskill, NY, for G-scale garden railway, such as details of the track layout, any significant dimensions of buildings, etc., to allow construction of models from photographs. Tom Cockeram, e-mail tom.cockeram@ clara.co.uk (0602)

Nice work, Chris

The special August issue compiled by BLHS President **Chris Shepherd** is an outstanding addition to the historical archives related to our favorite rail line. In this age of 6-axle rolling toasters, we sometimes overlook the many technical advances made by the D&H during the extensive period of steam power. Thanks for a lot of work well done, Chris.

Annual Banquet

If nothing goes wrong in the next two months, Dori and I will finally attend another annual banquet. Plans are in place and we're looking forward to it.

Latest rumor

Speaking of the annual banquet, there's a rumor about that JB has moved the site of the banquet to Montreal. He has also arranged to transport all attendees via the Susquehanna's "Popemobile", attached to the *Adirondack*, from the Capital District to the banquet site and return the next day, following overnight in a first-class hotel. All of this is to be paid for by the Illustrious Pub™ from the excess profits generated from the sale of computer memory as a result of his ad currently running in this column. See, Swap Shop ads really do work!

That's enough damage for this month. Until next month, may the Force be with you.

[*May I suggest the readership take a modicum of salt – say, a pound or two – with anything the engineer wannabee from Rochester says about the Publisher, and especially the Editor. It appears he's suffering from delusions yet again. Our sympathy to his long-suffering Dori…JB*]

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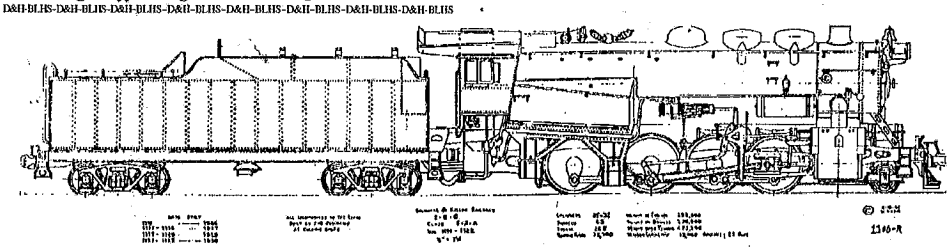

Welcome Aboard!!

by ***Barbara Bachorz***

If you know some fellow railroad enthusiast(s), or D&H, Soo, CP Rail or other railroad employee or retiree, etc., who might like to look over their own copy of the ***Bulletin***, please let us know. Just drop us a note with their name and address; we will see to it that they receive the next issue of the ***Bulletin*** as a *free* sample.

We ask all readers of this publication to be on the lookout for new members. Only with continued growth will we reach the critical mass necessary to undertake even bigger and more ambitious projects in the future.

Continuing in the proud tradition of D&H firsts, your BLHS was the first rail enthusiast society to have its own home page on the Internet. Even the D&H's own historical society makes history!

We would like to say "welcome aboard" to the following new members:

Paul L. Barry, Cazadero, CA

Duane Buman, Nineveh, NY

Larry Clewell, Virginia City, NV

Ken Crown, Cranford, NJ

Lester Davis, Lake Ariel, PA

Benjamin W. English, Jr., Jackson, NH

Charles H. Field, Jr., Paragonah, UT

Eric Giusti, Oak Park, MI

Michael Mayer, Burnsville, MN

Sam Roberts, Athens, TN

Robert F. Stahr, Jr., Forest City, NC

Richard Stearns, Salem, OR

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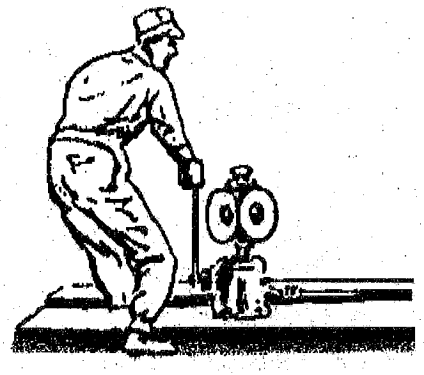

Industry News

*by **Andy Kirk***

Skimping on big train power

As CP has been running less frequent (and longer) trains over the D&H for the past several months, problems are bound to occur. For example, on June 2, #214 left Saratoga with Soo SD60's 6008-6043 and CP C44WAC 8607 pulling 73 loads, 11 empties – a 5489 ft. train with 8800 tons (at least that's what the computer said). The train barely made Richmondville Hill, crawling at less than 10 mph. Once the hill was crested, engine 6008 had its #1 traction motor catch fire, so the crew had to stop and isolate the motor. As the train rolled through Oneonta, the big AC developed computer trouble, rendering it useless for the charge up Belden Hill. With only 6043 fully functioning, the crew was ordered to continue, making it to Lovejoy Crossing (first road south of Harpursville Trestle), where they stalled. By this time the crew was up on their hours of service, and local freight D22 was ordered to cancel its mission (picking up 25 loads of salt from the Owego & Hartford) and take its power, CP 4653-D&H 7304, from East Binghamton over to Lovejoy to bring in #214.

In the pre-Guilford D&H days, a train that heavy surely would have had pushers.

Circus trains

In June, D&H ran two circus trains. On the 4th, a 57-car Ringling Brothers train, powered by CP 5698-Soo 6052, came from the NS at Harrisburg and went to Wilkes-Barre. On the 17th, a Strates train with CP 6043-5671 left Binghamton at 3:20 p.m. and arrived Kenwood at 10:15 p.m. At Kenwood, CSXT took over the following day with C40-8W's 7377 and 7347 taking the train down the Port Secondary to CP-SK and on to Pittsfield, MA.

Cab signals removed

Instructions have been issued to remove the cab signal and LSL equipment from CP SD40-2's 5415, 5420-21, 5423, 5670 and 5678. These units had been equipped in the early 90's to operate as lead units back when the D&H was operating trains between Harrisburg and Potomac Yard over Amtrak's Northeast Corridor. Evidently, CP is satisfied with the present interchange they have with NS at Harrisburg on the north-south traffic handled today.

Derailment at Scranton

On June 18, train 167 from Philadelphia derailed 8 cars at 5:45 a.m. on the single track just north of Taylor. Some strange detours resulted. Train 165, the Oak Island-Binghamton intermodal run, was at Harrisburg when the derailment occurred. The train, powered by NS 9546-CP 5652-CP 5843, was detoured over NS's Harrisburg Line to Reading and on to Croxton before heading west over NS's Southern Tier Line; NS gave it a symbol of F1D. Train 166, CP 9001-6034, detoured over the Tier as NS symbol F1B to Campbell Hall and continued over the NYS&W to Little Ferry, with Conrail bringing the train into Oak Island. On the 19th, Harrisburg-Binghamton trains 413-18 and 413-19 were combined and detoured over NS's Buffalo Line as symbol 12R.

Washout at Plattsburgh

On July 9, service over the Canadian Main Line was disrupted for about 24 hours, following a sewer main break in Plattsburgh, in the vicinity of Dock Street. The break, found by a track inspector, undermined the mainline, making it impassible. Train 258 was held in the siding at CPC189 (Rouses Point), train 165 was held at Whitehall, 214 was set back at St. Luc, and train 259 parked at Bluff Point. 259 was the first train to run, as it had a unit to drop off at Rouses Point for train 258.

The stallion charges north

Rumors that had been circulating for a year or two about the Norfolk Southern Railroad operating over the D&H have turned out to be true. The NS has reached trackage rights agreements with D&H owner Canadian Pacific Railway and with the Reading Blue Mountain and Northern Railroad Company (RBMN). Once crews are qualified, NS will be able to run its own trains over the D&H between Sunbury, PA and Mechanicville, NY, and over the RBMN between Lehighton and Dupont, PA. The purpose of the move is to transfer operations from the ex-PRR Buffalo Line to the newly-agreed routes between Allentown, Harrisburg and Buffalo (via the former Erie Southern Tier line west of Binghamton). Symbol freights 40T/41T (Allentown-Buffalo) and 12W/13W (Enola-Buffalo) will come over; this will result in NS redirecting six engineers and six conductors from the Buffalo Line to the rerouted trains, with all crews to be based out of Binghamton. NS will eliminate its eight-crew pool and two-crew extra board at Renovo, PA along with its helper (pusher) crews at Olean, NY.

To accommodate the increased traffic, CP and NS will jointly fund the addition of a $2 million controlled siding along the former DL&W Binghamton-Scranton line near Clarks Summit, PA. Back in '98, CP and NS teamed up to invest $12 million in upgrading the Sunbury Main and NS, as part of the deal, received haulage rights over the D&H between Sunbury and Mechanicville.

As of the first week of August, the word was that NS crews were beginning to qualify over the D&H and that operation of trains 40T/41T could begin as soon as the 26th. These trains frequently run with CN power.

(Ed. Note: NS partnership with CP is in direct contrast to the adversarial relationship D&H experienced with Conrail regarding its operation over CR tracks beyond Binghamton, Sunbury and Dupont. Some readers will recall the hard time that CR always gave D&H crews operating over their tracks during the late 70's and early '80s. Even though CR had plans to spin off the Buffalo Line in the mid-'90s, to our knowledge, they never approached CP with a similar trackage rights proposal.)

NS inspection trip planned

NS plans to run an inspection train from Harrisburg to Mechanicville to kick off the exercise of its new rights over the D&H. As of this writing, the train symbol was slated to be 63P, and the schedule called for daylight operation on Monday, Aug. 26 with a 7 a.m. departure from Harrisburg and 7:25 p.m. arrival at Mechanicville. Reportedly, the train will continue on into New England on Guilford.

D-L improvements

The Delaware-Lackawanna Railroad has spent nearly $1 million to improve former DL&W mainline trackage east of Scranton, allowing the short line to begin handling dimensional loads destined to Pennsylvania Power & Light's coal generating plant at Martins Creek, PA. This occurred following the deterioration of NS's former L&HR bridge at Phillipsburg, NJ to the point where it could no longer handle the heavy loads. The work included realignment of track through the Nay Aug Tunnel.

The D-L also plans to build a two-track interchange yard to allow interchange with the NS at Slateford Junction, PA, in the vicinity of the Delaware Water Gap. Penn DOT has provided some funding for this project, plus another project that will allow the D-L to replace over 4000 ties between Scranton and Moscow, PA, with track surfacing to follow.

continued on page 17

Let's Talk It Over

*By **Jim Corbett***

CP Pax?

Before getting on to new subjects, I can't help but notice that, just as this column was talking about private railroads and possible near-future passenger service, the Canadian Pacific was putting out press releases about potential public/private partnerships for passenger service, involving itself and the Canadian (nothing I saw ever mentioned the U.S.) governments. Seems like somebody in Calgary is seeing a possible way to make some money, or get some money for infrastructure work, or both. Their suggestions seem to involve essentially intermodal mixed trains, with the passenger equipment tagging along behind (or maybe ahead of) the freight.

One wonders about the time-keeping potential of such an arrangement (two-legged self-loading freight usually tends to want to arrive somewhere near the advertised time) - but then, haven't we seen a lot of Amtrak "mixed trains" (sometimes involving the RoadRailer brand of intermodal) the last few years? Though I fear nothing there gives a great deal of hope for near-on-time schedule-keeping, it's also clear that the "freight" is not the only, and usually not the major, reason for bad time-keeping. And these would, after all, be CP's intermodal mixeds, not someone else's, and therefore prone to perhaps receive a bit higher priority than Amtrak's.

We shall see if anything ever comes of this, and, if it does, whether CP would care to transfer the concept to the U.S., with or without Amtrak's (or a successor's) involvement (a public/private partnership would almost have to involve one or the other.) Perhaps the concept of a private railroad running trains under its own name in partnership with a public agency is not quite so dead on arrival as it seemed.

(I note, too, that the private railroads as a whole - that mostly means UP/BNSF/CSX/NS - are dead set against any Amtrak breakup, claiming that the law gives only Amtrak access to their tracks. No doubt this is true, and no doubt if long-distance passenger trains are going to run at all, the big roads would find it easier to deal with one organization than several (assuming they themselves are not the prime contractors), but their argument about the law giving Amtrak and only Amtrak access seems somewhat hollow; as they and we are all well aware, laws can be and often are changed.)

Whitehall wye

On a different subject, a question was raised about where (in the old, old days, when there were such things) Rutland and R&W branch passenger or mixed trains stopped in Whitehall, if they did at all or whether they backed in or out of the station to reach the wye. (For those unfamiliar with Whitehall, the station sat on the main line right in the open top of a wye formed by connections to the Rutland branch from both north and south; the station platforms actually closed most of the wye.) I'm sure I've seen photos of Whitehall from the 20's or 30's that show a wooden platform along at least the south leg of the wye, with a wooden walkway leading down the short slope to the main line platforms and the crosswalks/wagon paths leading from them to the station. If this memory is good, the branch trains stopped on the branch for passenger business, then pulled down on to the main to proceed to the yards (if mixed or for servicing) or perhaps then backed around the wye for a quick reversal. If anyone has anything confirming or contradicting this, please let us know.

Going through my books recently, I came across a slim volume which, if I'd realized I had it, would have helped me before raising some questions or making some statements in previous articles. It's a magazine-size (in dimensions, smaller in page numbers than most magazines) put out by the Lake George Steamboat Co., obviously somewhere around 1970, giving a fairly well illustrated history of the company. (The 1970 date comes from the fact that the current *Minne-Ha-Ha* had just been placed in service, but had virtually no "career" information, and partly from the fact that I'd had it so long I'd completely forgotten about it as an information source. The second *Minne* went into service in 1969.) Unfortunately, I have no idea if it or an updated version is still available from and sold by the company; the web site (lakegeorgesteamboat.com) has information on current boats and services and a souvenir shop, but the book is not mentioned. I saw, with no surprise, that our own **Jim Shaughnessy** is among those given special thanks for helping bring the book into being.

It's a fascinating little book. It contains both the company history (and a little prehistory, of the lake and of steamers before the company itself was formed), and a list of all the large boats used on Lake George.

A rundown might prove interesting. The first steamer on the lake began service as early as 1817; the current LGSB Company itself was formed in 1854 and, despite occasional differences in capitalization and the separation of "steam" and "boat", has been in existence ever since. A couple of times the service was provided in the name of other companies, using the name and under the management of Champlain Transportation Co., the D&H's Lake Champlain steamer company, for the first few years (1869-71) after the D&H took over the Lake George company, and Lake George Transportation Corp. for a few years in the Depression (1933-1939), when the D&H had wanted to abandon service and sold the right to provide service and use the boats and other facilities to a local group, before selling the whole company - but in both cases the LGSB Co. was still the underlying organization.

The first four steamers on the lake predated the LGSBC, although it took over the fourth when it began service. These early steamers were the *James Caldwell* (1817-burned 1821), *The Mountaineer* ("The" seems to have been part of the name) (1824-1837), the *William Campbell* (1838-1848), and the *John Jay* of 1850, which the LGSBC took over when it was formed in the early summer of 1854. From the burning of the *James Caldwell* in 1821 through 1823, and again in 1849, there was no steamer on the lake; the boats have operated every year since 1850.

The LGSBC seems to have been formed to purchase and operate the *John*

Jay, which it did until the boat burned in 1856. A new boat, the first *Minne-Ha-Ha*, began service in 1857 and sailed through 1878, when it was retired as a floating hotel at Black Mountain Point (and thus was the first boat under D&H operation when the railroad bought the steamboat company in 1869). A second boat, the *Ganouskie*, joined the fleet in 1869 and was retired (sold for a floating saloon) in 1886 – it seems recycling is not entirely a modern concept! A larger boat, the first *Horicon*, went into service in 1877 and sailed through 1911; the first *Ticonderoga* began sailing in 1884 and burned in 1901, and the first *Mohican* sailed between 1894 and 1907. The *Sagamore*, the first steel-hulled steamer on the lake, replaced the lost *Ticonderoga* (I) in 1902, and the present, second *Mohican*, the first propeller-driven boat, came on line in 1908, replacing its wooden-hulled namesake. (As built, the *Mohican* was steel-hulled but wooden-superstructured, and steam-powered; dieselization came in 1947 and a steel superstructure in 1967.)

In 1911 the first *Horicon* was retired and replaced by a namesake, the "largest and finest ship feasible for use on Lake George". This second *Horicon* and the *Sagamore* would be the last side-wheelers on the lake, which all the steamers so far mentioned, except the *Mohican* (II), were. The Depression did them both in, the *Sagamore* being scrapped in 1937, but last operated in 1933, and the *Horicon* (II) in 1939 after last operation, as a showboat under the management of Capt. George Stafford, in 1937-38; she began her showboat career for the LGSBC in 1933.

The *Mohican* soldiered on alone through the World War II years and beyond, but as business improved post-war a second boat was wanted. This turned out to be the second *Ticonderoga*, built in 1944 as LCI-1085, serving the Navy into 1947, then bought by the LGSBC, sailed up the Barge Canal and Lake Champlain, cut up and carted overland to Lake George for conversion.

Launched in fall 1950, the *Ti* began service in 1951, and she and the *Mohican* served through the 50's and 60's, one (usually the *Ti*) providing a full tour of the lake with stops at intermediate landings, and the other the Paradise Bay and other shorter, sightseeing cruises; either or both boats, depending on the season, did evening cruises, too.

By the late 1960's, the company felt there was a market for very short, one-hour cruises, and not wanting to divert either of the existing boats, decided to use a third vessel for the first time since 1933. This brought about the building of the second (and current) *Minne-Ha-Ha*, somewhat of an aberration in that, patterned after a Mississippi River steamboat, she is the only stern-wheeler ever used on the lake – and she is, legitimately a steamboat, the first since the conversion of the *Mohican* to diesel after the 1946 season. Like all her predecessors on the lake except the second *Ti*, she was built on the lake. (The LCI-1085 was built in Bay City, MI, but of course reassembled and converted on Lake George.)

Later, looking for a boat big enough to provide entertainment on nighttime cruises, full meal service on all cruises, and handle large groups and group charters, the company began to build a larger steamer in 1979. When finally completed and put into service in 1989, she became the *Lac du Saint Sacrement*, the name originally given the lake by Fr. Isaac Joques. Patterned after the Hudson River Day Line steamer *Peter Stuyvesant*, her arrival took the second *Ticonderoga* out of service, and today the three vessels still provide service on the lake. The *Minne* handles the shortest cruises, the *Lac* the lunch, dinner and dancing cruises, and the *Mo* the full tour of the lake and an afternoon Paradise Bay trip. From as many as 15 intermediate landings, plus Lake George Village and Baldwin at the ends of the lake, the only intermediate stop today is Bolton Landing, and even the Baldwin stop is only by request.

Until the early 30's boats were stationed at both Baldwin and Lake George Village to handle full round-trips from both ends of the lake; today only the one *Mohican* trip from LGV operates.

(Details on the *Lac du Saint Sacrement* and the demise of the *Ticonderoga* (II) are not as complete as I'd like, simply because both came about long after the booklet was printed. The information here comes from the LGSBC web site, which is not as complete on that sort of information as the book. But if the company ever operated the *Ti* along with the current three, it certainly did not do so for long. And I'd like to be able to compare the *Lac* to the *Horicon II* in size, but simply can't. Again, if anyone has more knowledge, please pass it on.)

All in all, it's a fascinating little story, steamboat service on Lake George. The booklet has many more details; hope you've enjoyed the highlights.

Next month, I cover some interesting items from some old "Official Guides".

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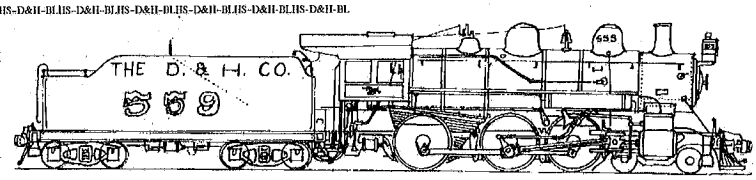

Black Flags

by ***Gene Corsale***

This column's purpose is to recognize those CP/D&H employees who have passed away. Please write to me at 8 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):

Howard F. Butterfield

Howard F. Butterfield, of South Jordan Drive, Saratoga Springs, NY, died on Thursday, July 5, 2002, at Maplewood Manor in Ballston Spa, following a short illness. He was 93.

For more than 25 years, he worked for the D&H Railroad as a gatekeeper at various railroad crossings around the City of Saratoga Springs.

James V. DiResta

James V. DiResta, 79, of Rock Avenue, Whitehall, NY, passed away at his home on June 7, 2002 after a long illness.

He worked for the D&H Railroad for 40 years, retiring as a clerk.

Anthony J. Drobny

Anthony J. Drobny, 86, formerly of Lansingburgh, NY, died Wednesday, July 3, 2002 at Samaritan Hospital after a long illness.

He worked for the D&H Railroad for 10 years and was a retired member of the United Auto Workers Union, local #1508.

John Maluka (Maslanka)

John Maslanka Maluka, 89, of Troy, NY, died Sunday, June 16, 2002 peacefully at the home of his daughter.

He worked for the Delaware & Hudson Railroad for 15 years and the Capital District Transportation Authority for 20 years as a mechanic.

Charles J. Pellaro

Charles J. Pellaro, 86, died Tuesday, May 28, 2002 at St. Peter's Hospital, Albany, NY.

He was a U.S. Army World War II veteran and retired after many years from the D&H Railroad.

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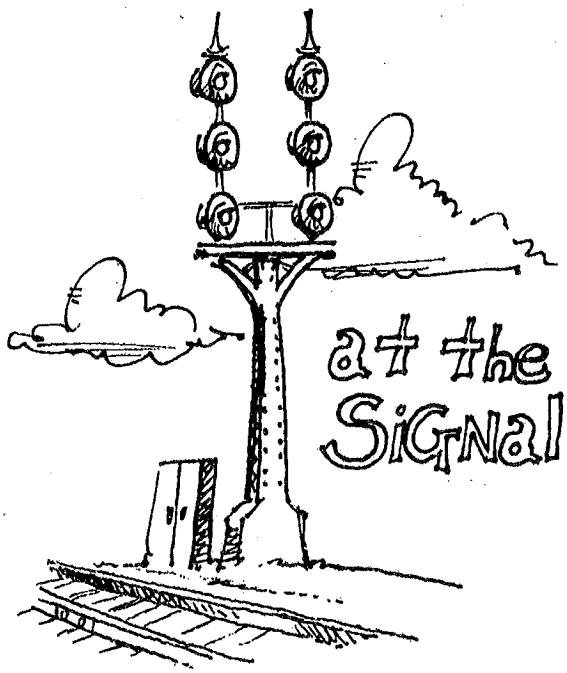

by **Gary R. Schermerhorn**

Scranton bound

Before you know it, that big vacation weekend of summer for lots of folks starting around the last weekend of June and running until the first week of July had arrived.

Diane and I decided to leave Columbia and Greene Counties in the Hudson River Valley for a couple of days and head southwest. I wanted to check out Scranton, PA for a bit as part of a photo safari game plan. The big excuse was, of course, to check out the fascinating Alco operations on the GVT-owned Delaware Lackawanna Railroad, which was becoming quite busy in 2002. Furthermore, the recent acquiring of a certain nee Penn Central ex-Conrail ex-Delta Bulk Terminal (Metropolitan Stevedore) C636 just made the quest that much sweeter.

Despite the fascinating Alco roster and scenic and historic surroundings, GVT's D-L is no walk in the park for recording operations, especially for a visitor to the region. Previous trips to Scranton quickly enlightened me firsthand how difficult photographing this railroad would be. First, Scranton the city itself, besides the immediate area of the Steamtown NHS, is a chaser's nightmare of streets to nowhere and a quagmire of foreground clutter, battle-hardened drivers, an evil traffic intermingled with frequent summertime road construction fits of chaos. Access is limited and tight just about everywhere, and timing **extremely** crucial to get the best clean shots.

D-L tends to run most of its operations during the weekdays especially during the better (read: longer light) summer months, and there are trolley runs and steam operations out of Steamtown. For those interested, Railpace published an excellent article and chaser guide to D-L operations, complete with highly detailed maps, in its August 2001 issue. It is a must-read for me before I even leave the driveway, as is a well-tuned scanner. Without some knowledge, you better have a truckload of magic dust and beginners luck on your trip to the Poconos. You'll quickly see why when you land.

So anyway, off we go down I87 to I84, stopping briefly at Newburgh, NY for a couple extra boxes of Fuji Provia 100F; Diane wanted to hit the mall as well. Then we continued on west and south to Scranton in just under two hours. We arrived on a Friday late afternoon and had no idea what to expect. As luck would have it, as we were coming off the Scranton Expressway into town near the Steamtown NHS, I happened to see a black belch of Alco smoke near the Iron Furnace historic site. A D-L crew was shuffling cars with ex-BC ex-MA&N C425 804, still in two-tone green. The green Century clattered away with a cut of cars and headed for the Lackawanna Station Hotel and onward.

I remember seeing parked grain cars when I was coming off the expressway in the vicinity of the Crown Avenue Tunnel near a small pocket yard near the Scranton University, where the Pocono Line starts (or terminates). I did my best to fiddle through the maze of streets, and by sheer luck and timing I stumbled upon an unexpected little jewel that usually happens only when you're totally unprepared for it. As I pulled near the tracks in the tired green Ford torpedo boat, I could see two trains sitting side by side in a beautiful "dream" pose in beautiful 6 p.m. daylight.

Sitting at DCS Ridge was what looked like an empty CP Rail grain train with four CP units (SD40-2's 5642-5901, Soo SD60 6018 and SD40-2F "red barn" 9018).

Right along side the grain train were monster D-L MLW M636 3643 and Alco C636 6793 in front of a freight. Best of all, both trains were facing southwest.

Leaving Diane to scratch away at her latest pile of scratch-off Lotto tickets, I wasted no time firing off many motor-driven frames. Behind me, the 804 was busy shuffling and smoking away in backlight at DCS Scranton, and would soon quickly rearrange the landscape around me.

Changing film rolls, I had a little panic attack set in when the motor drive on one of my old Nikons suddenly decided to lock up for some reason. Diane was again instrumental in helping me calm down a little before my sometimes-evil German temper got the upper hand in the situation. The motor drive on the old Nikon FA finally clicked in and I was in business with a fresh roll of Provia F.

The old ex-BC C425 Alco 804 (with two characteristic patches on its front nose where the old ditch lights were plated and painted over) was quite a smoker as it drew up a cut of cars alongside my car. It then rattled up to the big Alco power and pulled both of them west back to the yard (DCS Scranton). The crew then boarded the CP power and brought it west as well, leaving the grain train at Ridge as they went to retrieve some more cars back near Steamtown. By then it was near sunset.

One of the conductors I chatted briefly with expressed frustration because he was unable to get "someone" on the phone to get an answer as to where to pull the grain train before they "blew up" in under an hour. But I guess things ended up working out, because by next morning the grain train and CP power were long gone. The monster Alco's, 3643 and 6793, and the Century, 804, were tied up on the stub track near Steamtown. Diane and I ended up staying at an overpriced Holiday Inn just outside the city on Friday night.

After breakfast the next morning, we headed north on I81 to Binghamton. All was deadly silent on the scanner on Saturday morning, like a ghost town. Looking back, I was very lucky to shoot those frames of some busy Alco action in the heart of Scranton on the previous Friday evening. It was good timing. I'm well aware that on my next trip here I may well suffer the consequences of bad timing on this very fickle railroad. But with such a fascinating roster, it's well worth the "outlander" risk in my book.

Binghamton bound

So, on that day, Saturday June 29th, Diane and I decided to visit Binghamton for a day and pay the "ST Kid" and his family a cordial visit, and soak in some of the action in town. The summer heat and sweltering humidity that would choke the northeast for the next week was already starting to build. We sought refuge in a small park in Conklin, NY, adjacent to the east end of East Binghamton Runner. The small park was located alongside the Susquehanna River and had a good view of the #1 and #2 runners, so as to check out any approaches or departures between the yard and BD Cabin.

Around 11 a.m., CP/D&H train 413 left the yard. The power was – surprise! – the same as on the grain train I had seen the day before in Scranton at DCS Ridge with the 5642, 5901, 6018 and 9018. The

continued on page 10

Search for the Shield

A Cataloging of Our Never-Ending Search for the D&H Logo

edited by ***Jim Bachorz***

Down East

from ***Frank R. Szachacz***

I was in Mattawamkeag, Maine on July 2-3 on vacation. This is the end of the line for Guilford. In the small yard were 13 ex-D&H ilmenite ore cars. The D&H lettering and shield could be read through all the dirt. Twelve of the cars had B&M reporting marks, numbered in the 1200-1300 series. One car had MEC reporting marks, numbered 115. These cars were loaded with old railroad ties.

I was told by a local railfan that there is a plant that uses the old ties for fuel. I did see a trackmobile come out of the plant siding with empty cars and leave them in Guilford's yard.

While in Mattawamkeag, the *Arcadian* excursion train was heading east on New Brunswick Southern track. The power was an ex-Amtrak F40PH 273. The consist and engine are painted silver and a wine red color. The engine has the name Arcadian in large script. The consist included a dome and an observation car. From what I could see as it was passing, not many people were in the cars. The same railfan said a couple of trips were cancelled because of low ridership. This train heads east on Tuesday, west on Wednesday. The end points of this train are Montreal and Nova Scotia.

The other action in town is the New Brunswick Southern, which interchanges with Guilford. When the NBS pulls into town, and the Guilford crew is on duty, NBS stops on the main line, with the engines pulling away from their train, clearing the switch, so the Guilford crew can back their engines onto the train. Once the air is pumped up, they pull into the yard with their share of cars. Once they are clear of the yard switch, NBS backs onto the remainder of the cars. Once the air is pumped up, they continue their journey to Brownville Junction, which is as far as they go. The train is now turned over to the BAR.

I spent the whole week in Maine, sweating in the 95 degree heat. It's times like this I start to wonder how sane I am. But then again, I do the same thinking in the winter when I'm standing trackside shivering from the cold.

We also suggest checking out "Curmudgeon's Corner" this month for a report on Unconvention 2002B....BB

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At the Signal from page 9

train would have to back off the Buffalo Runner from CPF611 to "QD" to allow a southbound train 214 to come into town due to, I guess, congestion or a parked freight on the East Binghamton Runner.

Things are busy on the CP this summer! Train 214 came in the runner with NS "skull" GE 9557, Soo 6015, CP 5664, Soo candy apple 6602, and CP 5748. Another highlight was watching Omnitrax-owned SW1500 "pups", 1298 and 1299, MU-ed and working the west end yard job. Both pups are adorned in CP Rail's "beaver" red scheme and look very sharp. We visited the ST Kid and family, then headed north on I88, stopping at Brooks Barbecue (of course) off the Emmons Exit. A great trip.

Round two

In a last minute decision, I decided on a solo trip south to Scranton on 7-18/19 in an attempt to catch the Portland Turn near the Delaware Water Gap. The afternoon was thick with haze, humidity and thunderstorms. I failed miserably in catching any Alco's moving on the ex-DL&W Pocono Line, but I did get a good scouting of the region's roads and future photo spots at places like East Stroudsburg and Cresco, PA.

I spent the night in Scranton, and the next morning dawned fairly clear despite some ungodly humidity and heat. Both former D&H RS3's of the D-L, 4103 and 4118 in the traditional black with yellow striping, were posed side by side at the South Scranton shops. I got lucky by being able to nail a newly acquired former Knox & Kane ex-South Buffalo Alco S6 working in town. It was painted in orange and black with Delaware-Lackawanna lettering and a new number, 1044. It was quite a challenge trying to find the best way to travel from one photo spot to the next with Scranton's incredibly confusing and complex maze of roads, and sudden do or die turns by the morning commuters in full Friday frenzy mode.

The highlight of the morning was bagging the Moscow-bound excursion steamer, led by the CP 2817, stomping up the grade out of the city at 11 a.m. alongside the D-L 4118, also smoking with a cut of heavy cars while switching on the tracks near Scranton University. It was a scene straight out of 1952, minus a few obvious details like ditch lights on the power.

I headed up to Binghamton, using Route 11 instead of the quagmire of I81, and immediately hit clouds and some vicious thunderstorms. In East Binghamton Yard near Conklin, CP/D&H train 421 headed out of town with CPR SD's 5415, 5765, 5766, 5700 and "red barn" 9019. As lightning bolts speared down from threatening skies, CP/D&H train 413 came out of the yard shortly after the 521, with CP 5420-9017-6068 and Soo 6002 on the head end.

I headed north in the pouring rain on I88 to Afton, where a meet was planned with southbound local D22 (former SU-2) and NS/CP train 269 with the earlier-departed train 413. The D22 arrived into Afton pulled by CP GP9 geeps 8227-8230 back to back. The local, with a three-man crew, began to shuffle grain cars at the town mill off a spur northeast of CPF587. The 413 came up to the signal and parked, with the crew going to lunch as the D22 switched. The 269 would be delayed due to a downed tree by high storm winds near Wells Bridge.

When the intermodal train finally did arrive, it had NS 6566 (a rather rare NS SD60 in the lead) and Dash 9 GE 9174 and its usual stacks and containers and trailers. The DS would hold the 413 until the track could be inspected by mobile crews for more storm debris.

By that time the light was mud even, for black and white film, and it was time to head north. Once again, Brooks Barbecue was the order of the day, take-out this time.

Enjoy your summer and keep those images coming to the ***Bulletin.***

Stay safe and responsible, so that we may help try to project a positive image to the railroad community into the future.

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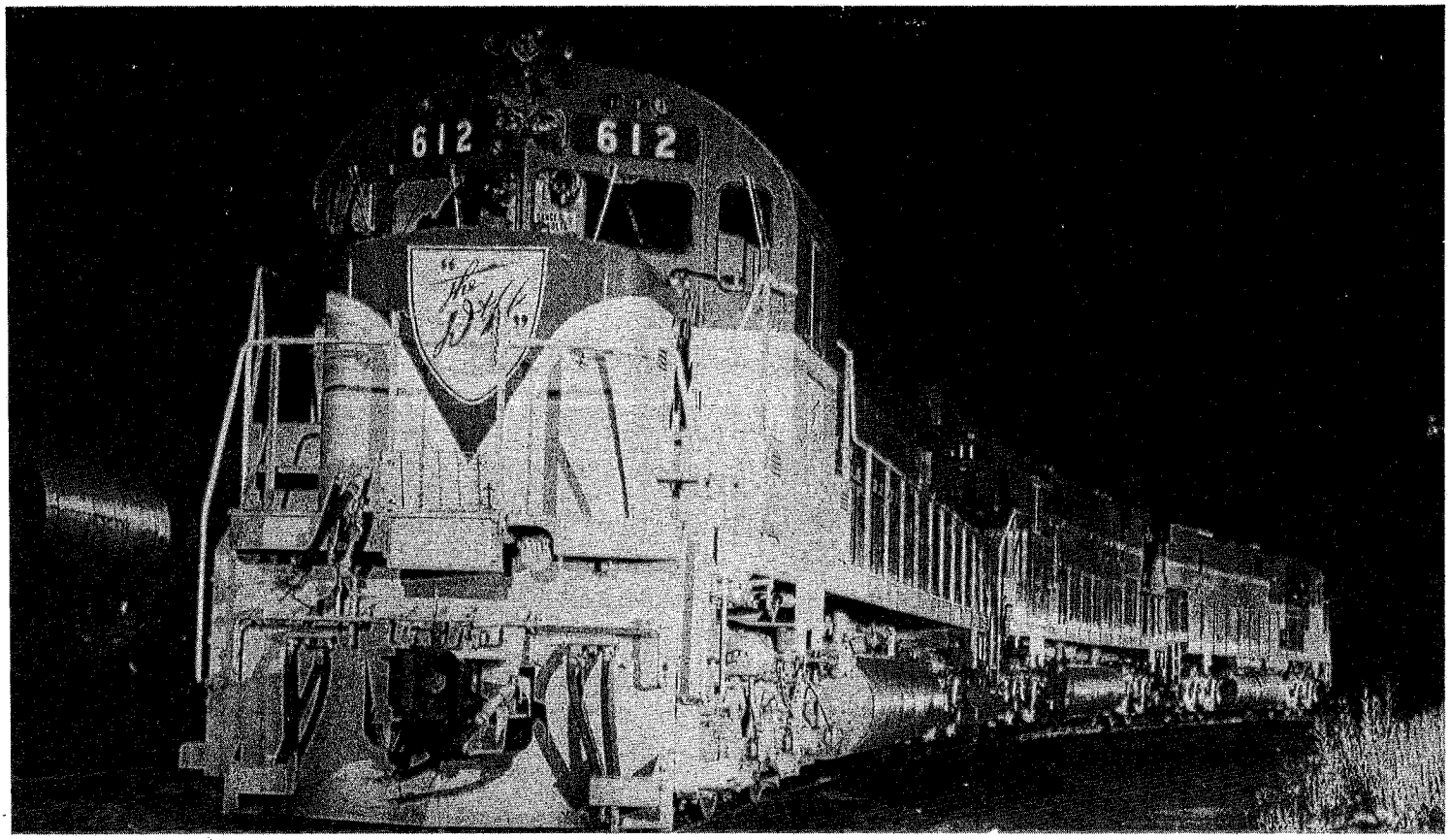
photos on page 11:

Top: Three Alco C628's are posed for a night shot by the photographer at the D&H engine facility in Mechanicville, N.Y. June 1965 photo by **Jim Shaughnessy**.

Bottom: This official-looking D&H photo appears to be part of some type of retirement celebration; location, date and participants not noted. From the collection of **Joe Klapkowski**.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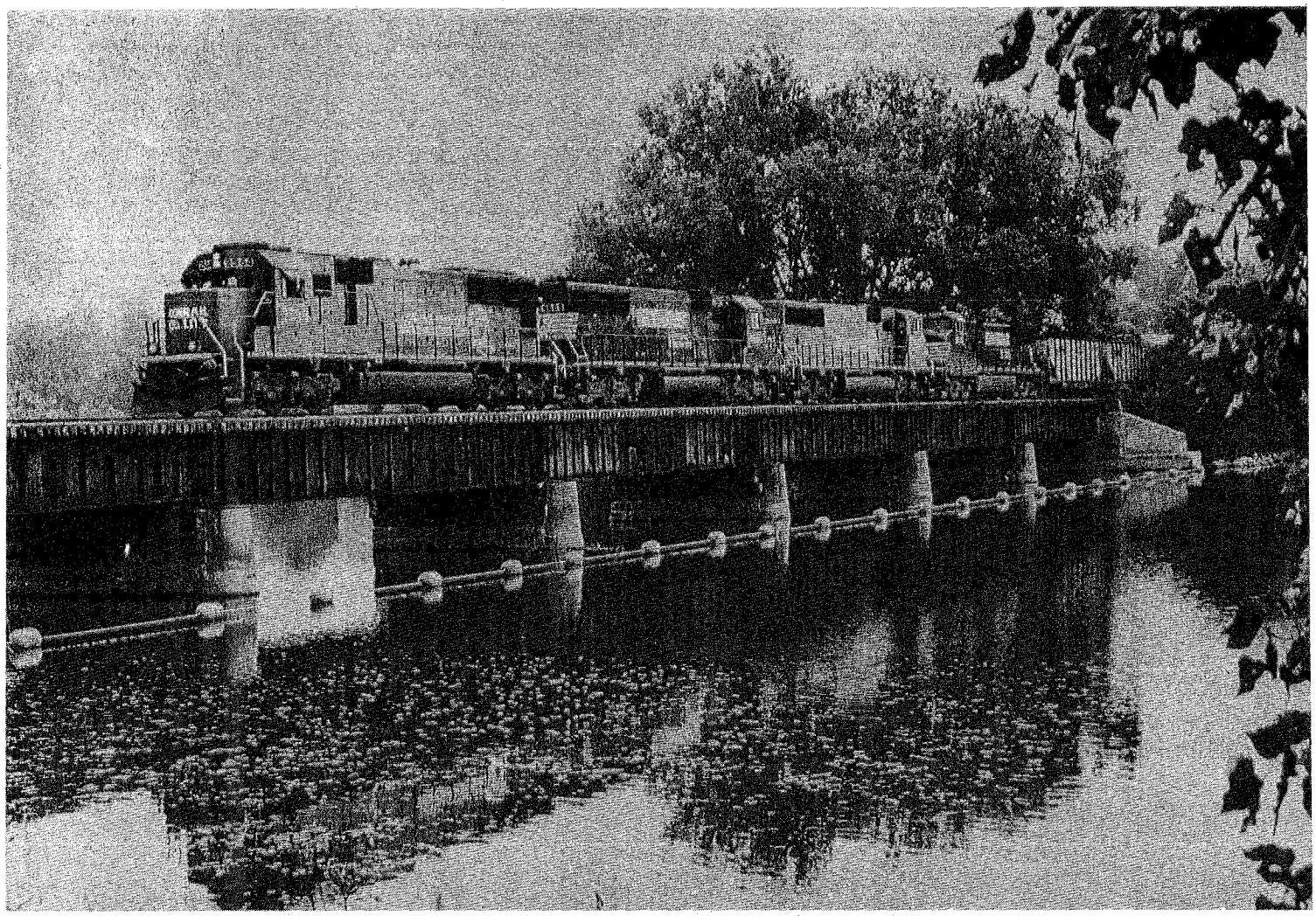


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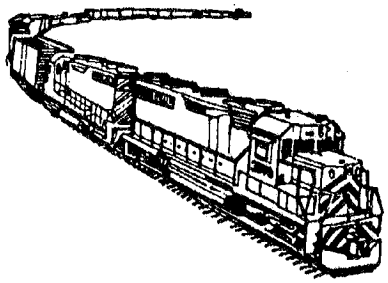

Local Wayfreight

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

By the time you folks read this, summer will be in the rear view mirror and we'll be looking forward to fall foliage in our photo ops. Kind of hard to get into that mindset when I look outside at the breeze-rippled water in my swimming pool. One of my pet squirrels is splayed out under the shade of my retired home-built track car, while I sit totally uninspired in my air conditioned womb, manacled to the computer keyboard by that tyrant, JB.

On the roll again

First up is some unsettling information concerning CPR granting NS trackage rights. NS crews, from my understanding, will be running some of their own trains with their crews (once they're qualified). This is possibly a sweet deal for the CP management side of the equation, but the grumbling in the ranks is telling of a sour deal from the point of view of the "man on the ground". Trains 412-413, 268-269 and the coal haulage are all NS traffic. The absent owners of the D&H, up in the great white northland, are mighty quick to turn over the trains to the kicking horse boys, possibly selling the CP crews short.

CPR and NS gave birth to their brainchild on July 6th when they announced that NS would gain trackage rights over the D&H between Sunbury, PA and Mechanicville, NY. NS had already been using the D&H track in a haulage agreement, but this new arrangement applies to "new" traffic and rerouted Buffalo Line trains with NS crews. D&H crews will continue handling existing NS traffic to and from Guilford under the existing haulage agreement. Four NS trains that run between Harrisburg and Buffalo will roll on the dark D&H territory between Sunbury and Bingo sometime in late summer. These trains will operate on NS's Southern Tier route between Binghamton and Buffalo, the same line where the D&H has trackage rights.

Run times are expected to be about the same, trip for trip, despite the Binghamton line being 80 miles longer and considering that the south end of the D&H has reduced its speed last year from 50 to 40 mph. The savings for NS comes in the relief of a headache involving the steep mainline grade over Keating Summit, 2.2%, which forces NS to keep a trio of helper engines at Olean. They will also cut maintenance costs on the Buffalo Line while increasing traffic on the Southern Tier between Buffalo and Bingo. CPR is trying to improve the cost-effectiveness of the Bridge Line, which management feels has been unprofitable. This could be a giant step closer to selling the line to the kicking horse boys.

CPR, NS and the deep pockets of the State of Pennsylvania will all kick in for a $2-million siding at Clarks Summit. CP management wants to increase traffic on the north end, and has a few cards up their sleeve to play. One of those cards turned out to be a joker; they twice offered CSX an Albany-Montreal traffic route, which met with a jaundiced eye. Another deal of the cards revealed a hopeful ace: using Bingo as hub for CN traffic in and out of Quebec, rather than running over the Buffalo/Toronto routing. This move would shift CN interchange trains 40T/41T (Buffalo to Allentown) and 12W/13W (Buffalo to Enola). Additionally, four NS Buffalo/Harrisburg trains will be run over the D&H between Bingo and Sudbury.

Swami Mad Dog now rubs his paws over the crystal ball he keeps behind the kennel and produces a handful of dog biscuit crumbs and a ghastly vision: the breakup of the Buffalo line. I see a section being taken over by the Buffalo & Pittsburgh and a few new short line operators... oops! Sorry, that was just a saliva smear on the ball. Just thinking about dog biscuits makes me drool, sort of like what J.B. does when someone mentions that a fresh carload of New Skete cheesecake is being unloaded. Make that one new short line, or was that just a reflection of my flea collar?

The light at the end of the tunnel...

North America's oldest continuously-operated railroad has needed a financial savior several times in recent history. The CPR folks sound like they are sending out a proverbial smoke signal that alters the American version of the CPR logo from Canadians, Plenty Resourceful to C'mon, Please Rescue!

While I'm hammering at the bad news, the D&H suffered yet another derailment on the Sunbury Main on June 18th. The location was about one mile north of Bridge 60. Train 167 was on its return run from Allentown when 13 cars floundered, making spaghetti out of the rails. No engines on the ground.

Rumor has it that International Paper in Corinth supposedly announced it will be shutting its doors for keeps by next winter.

A cow chip doesn't buy much

Passenger trains will unfortunately not be polishing the rails between Bennington and Manchester, VT this year. The Vermont legislature funded next year's rail budget at $2.05 million, coincidentally the same amount as this year's budget, which in turn means there will not be enough money left for expansion of service. You weren't holding your breath, were you? Last October the VAT (Vermont Agency of Transportation) announced that passenger service would begin in June this year. Never happened! My film is still in the deep freeze.

The VAT's recent budget did not provide the needed funds to subsidize yet another bunch of rail miles. One of the honchos from VAT asked Amtrak what service they could get for $2.05 million, and they're still holding their breath with pockets turned inside out. In lieu of the recent pill Amtrak swallowed, I doubt if Vermonters will see any expansion in the near future; if anything, they may lose some of what they have. They claim the ball's in Amtrak's court now, and it's up to them. The view from the crystal ball in my kennel shows Amtrak dribbling that ball until there's an ice storm in hell, which could come as early as next year the way things are going.

The VAT's approach to Amtrak reminds me of when Mad Dog, then a mere pup, would trot down to the corner store and ask Molly Fitzgerald (owner of the circa 1950's version of a convenience store operated out of her basement on Robin Street in Albany) how many dog biscuits I could get for a handful of pennies. Molly's husband worked for the New York Central in Albany as a freight handler, and was never home. I mean never! I never saw him in the 17 years I lived around the corner from them, and I played often with his son, Billie. I was always after Billie to

photos on page 12:

Top: NS SD70 2564 leads D&H and ST units on an empty westbound coal train at Fisherman's Lane in Schaghticoke, N.Y. on June 22, 2002. This train is bound for the D&H's Mohawk Yard in Glenville, but will only make it to Waite Road at Crescent before a crew swap with the D&H. Photo by **Gary Schermerhorn**.

Bottom: CP/D&H in upstate New York is one of the last true strongholds of solid lashups of SD40's in North America. Soon even CP Rail may change policies of an all-EMD SD power pool for the D&H. One example is this westbound train 421 leaving Binghamton Yard with a 5-unit lashup during a thunderstorm on July 19, 2002. Photo by **Gary Schermerhorn**.

bring his Lionel Union Pacific diesel up to my Dad's gigantic attic layout for a run on the Boston and Albany, but his father told him the engine was never to leave the house. While I had never met him, I knew he was a tough Irishman who played his cards close to his chest.

Bad timing and a bum steer

Meanwhile, back on track, JB took me on a rolling tour of his former home territory along the B&M, which included my first visit to the Hoosac Tunnel and the associated museum. Sorry, no trains. An FRA inspector was in the tunnel, so traffic ground to a halt miles out while the inspector picked and prodded the nooks and crannies. I saw firsthand the $11 million rail upgrade between Hoosick Junction and North Bennington, and even spied a couple of old, extinct trolley lines, as well as a bunch of stored boxcars that weren't supposed to be stored near "scenic" U.S. 7 in Bennington.

Rail miles, yes! Air miles? Who needs it?

At the risk of sounding like a walking Amtrak promoter, let me use this opportunity to plug that people mover. Tired of those baby seats that were made for a teenager? Are you put off by those long lines and all the new wave Gestapo-like inspections directed more at harmless travelers rather than near-obvious would-be terrorists? How about that new thing where they open your suitcase to the world as they finger through your undees and unmentionables? For a guy like me, that is a genuine hassle. Speaking as a bagged-out backpacker, I generally have my suitcase stuffed to the gills, and am usually lucky if I don't have to remove items just to get the thing shut. Having some lackey going through my every nook and cranny would be like opening a jack-in-the-box, and I'd never be able to get Humpty-Dumpty back together again. No doubt my camera repair tools and tripod would be deemed "deadly weapons", and if I protested they would shut down the airport and have me face down while they cuff me while under the gun! Even seasoned air traveler JB chose to drive his Rover on Unconvention 2002B rather than run the gamut of hassles.

If you're going to travel, why not use the system that your tax dollars are paying for - Amtrak? You can build "points" for all sorts of things, from rail miles to free stays in quality hotels, rental cars, retail gifts and even those dreaded air miles, all by just using the Amtrak Guest Rewards, a no fee credit card. How does this sound: a free Hertz rental car for a weekend, 7500 points; Hilton Hotel, 5000 points; 5000 air miles for 5000 points; Red Lobster, Olive Garden, Barnes & Noble, Bath & Body, even theater and movie tickets, a $50 certificate for 5000 points. And you don't have to go to the dark side of the moon to collect. I've only been in the system for four months, taken trips to Ft. Edward and Chicago, and already have 6,000 points accumulated (2 points per dollar), with bonus points for actually buying an Amtrak ticket. Combined with booking on-line and my AAA membership, or even applying for Veteran status, the bonus points really add up quickly. How does Chicago to Seattle for $58.40, one-way, sound?

Anyone can apply for his or her card program by calling 800-780-5561 or by going on-line at Amtrak Guest Rewards. If you want to play with the Amtrak web site first, go to amtrak.com. Don't tell them Mad Dog sent you; they'll think you're nuts! What are you waiting for? We're all in this together, and this is your personal invitation.

Scalawag on the loose

As members in good standing in the railroad community, we Bridge Liners are above reproach from the pitiful deeds of the scalawags in our midst, aren't we? Last month, Ed Kaspriske reported that a bankrupt-minded twit had stolen the air horns from Delaware Lackawanna's RS3 4118. These unusual air horns are the property of the 4118's engineer, and represent a substantial personal loss, as well as inflicting a black eye to every innocent railfan that this engineer runs across from here on. Wouldn't it be great if one of us spotted these horns in some idiot's collection of railroadiana and turned the evil-doer in?

These Nathan M-3RT1 horns are very unusual in appearance and easily identified by the two bells forward and one rear-facing, which is tilted upward about 10 degrees. The bells are painted red inside the throats, with the usual black exterior. "Nathan Air Chime" is stamped into each bell. The voice center of the horns is similar in appearance to a weight lifters barbell. The trumpet length is fairly even in diameter, whereas modern horns are tapered throughout their entire length. The bell portion of each horn is rather short in length, and makes its radius quickly out of the straight pipe. There are two long horns and one short.

Please keep these stolen horns in your memory. Keep an eye out for them and don't forget them, as they are historically important. Any information at all can be reported to the Delaware-Lackawanna at 570-343-6740, ask for Don Colangelo, or 570-343-4580. Sooner or later they will be seen somewhere by someone. If this thief is a "friend" of yours, think again; he is no friend to any of us; he's a sneak thief. Once a person steals something like this, it is easier for him the next time, and the next, until he's trying to figure out how to relieve you of what he wants that you have.

The good news

From Rob Dennis comes good news that will give the D&H a traffic boost on the Colonie Main in Waterford, NY.

Cascades Tissue Group, Inc. from Quebec will jump-start two defunct American Tissue Corporation mills, in Waterford and Mechanicville, hopefully by the time you read this. The plants had closed their production doors last year after filing for Chapter 11 bankruptcy protection. A bankruptcy court judge approved the $33 million sale of the two plants to the Kingsey Falls, Quebec firm, which has a reputation for making things work where others have failed.

The Mechanicville plant had produced about 150 tons of paper on large industrial rolls. The Waterford converting facility can process the industrial-sized rolls into useable consumer size products, like toilet paper and quicker picker uppers. These plants will supposedly be odor free with new technological advances in environmental abatement applied.

Speaking of vile aromas

The sewer system in Plattsburgh went spastic on July 9th in the vicinity of Dock Street, totally undermining the main line. Amtrak trains 68-69 were annulled on Tuesday and Wednesday while MofW worked off numerous slow orders defined by CP's Tech Train. Train 258 had started out of St. Luc but parked on the siding at CPC189. Train 214 had to be set back until the washout was stabilized. Train 259 was parked at Bluff Point, and was to be the first out, as it was to drop one unit at Rouses Point for 258. Train 165 operated as far as Whitehall, where it waited for the reopening. A relief crew was called at 1230 hrs for train 259; they would taxi from Saratoga to Bluff Point, where the train was parked.

Walt Favro reported seeing the Tech Train at MP191 at 1700 hrs. I caught it at 2130 hrs as it headed for Saratoga, where a fresh crew was on duty. The train had dropped scads of slow orders in its wake, from A76 to Rouses Point. The Tech Train was powered by GP9 8218.

This Tech Train was reported through St. John on the New Brunswick Southern in the last week of June. Apparently, CPR runs its Tech Train over various railroads. In the recent past it had worked the Ontario Northland, on the CNR through Moncton, NB, and again for CNR from Montreal to Toronto. CNR has its own Tech Train, but apparently it is either tied up with problems or too busy in another part of the system. CPR has two Tech Trains; the other train utilizes GP9 8217 and hauls a consist of all

Tuscan-painted ex-heavyweight cars. It is supposed that three of the cars, the Trinidad, Jamaica and Antigua, were so named for the Caribbean Islands to which the Canadian Pacific cruise ships sailed (from the 1910's into the early 70's).

What can we get for $3 million?

NYS&W has its hands outstretched to New York State for funding to upgrade its line from Binghamton to Utica. The Assembly is considering the $3 million project and its merits. There is potential along this corridor for increased traffic if conditions were upgraded from the 10 mph slow order that the FRA has justifiably imposed. In addition to speculation on added freight service, the railroad believes that tourist trains could operate over the line as well. Toss in an added connection with the Adirondack Railroad in Utica and one has the potential to ride the train all the way to Lake Placid.

I've enjoyed dinner trains on numerous occasions. It's enjoyable to leisurely dine as the train slowly trundles through the countryside. A quick calculation: 250 miles at 20 mph (the upgraded speed with a $3 million investment)...that's a long 12-hour day. I guess the imagined run from Binghamton to Lake Placid would be billed as a "breakfast, lunch and dinner train with nap time included?"

I rode over the Binghamton to Utica line in my track car two years ago. It does have some nice scenery, but that would get old on a 6-hour ride to Utica. It was a really rough ride in the track car, and anything more than 15 mph was unsafe. One crewman told me the engine and cars rock and sway so much that it'll make you dizzy looking back at the train. Rotted, punky ties were common, and I recall seeing curved rail that had been swapped when one side wore deeply, a common sight on my end of Guilford's deferred-maintenance B&M.

Somehow I just can't see the folks from Binghamton training six hours up to Utica to shop. However, $9.7 million is being spent to start regularly scheduled rail service from Binghamton to Syracuse; service is expected to begin in 2003. Syracuse does have potential for shopping sprees, as well as sporting events at the Carrier Dome, and fairs and shows at the State Fairgrounds. The run would take more time than driving for sure, but the train is a hassle-free way to travel; there's no parking problem and patrons arrive ready for whatever is out there waiting for them. There haven't been passenger trains on the line since 1970, but tourist/excursion trips may actually begin this year. In each scenario, Utica and Syracuse, logistics planning (busing), will be required for the pick-up and delivery of riders wherever their interest lies. If this avenue is overlooked, the venture is certain to fail.

Albany to Rensselaer via CyberTran

A $30 million project is being considered: a shuttle for state workers over the Hudson River via the bridge, right to the Empire State Plaza. The Light Rail people mover would consist of cars carrying 20 passengers or less. The need is real, but the figures are a pipe dream, with experts calculating $40 to $50 million per mile. This scenario reminds me of the Albany-Saratoga commuter service that is desperately needed, but unfortunately the people in charge seemed to lack an understanding of what this stuff costs and how it really operates in reality. CyberTran may set up a test demonstration site in Malta, NY and then relocate the infrastructure to the area where it will be used. There is great potential and the need is genuine for a connection with the Rensselaer Amtrak station, state offices, college campuses and the Albany airport. As is the case with the Saratoga-Albany commuter line, though, need does not guarantee fruition.

Riding the rails

Let's pull ourselves out of the political morass, don our steel toes, safety vest and lantern, and climb aboard. I'll be speaking to you as the conductor on today's train 258; we're marked for 2230 out of Rouses Point. By the way, the new rule throughout Quebec is that all safety vests must now have a luminous "X" across the back.

We went off duty in St. Luc at 1230 yesterday and got a good 10-hour rest. A big problem with being a railroad guy is that you necessarily have to take your rest when you can, so at any hour of the day or night you are expected to "sleep on demand". When was the last time you "had to" sleep in the harsh light of broad daylight? Meals are another problem; dinner could be at 1930 hrs, like we had today at the fast food chicken house, or just as easily around the opposite side of the clock at 0700. We have to grab what we can when we can, no opportunity to be fussy concerning food choices. Your body clock tends to get totally screwed up. Can you eat a full meal and lay down on it for eight hours? Where's the Pepto? Pass the Tums! You give the drapes a little extra tug to try and seal off some daylight and the whole shebang comes off the window. That's part of what makes us train guys; you just can't sweat the small stuff. No offense intended, but you railfans have set aside your cameras and are snuggled in your nighties while we're often drinking a cold, stale coffee, using yesterday's toothpicks to keep the eyelids open.

Our taxi gets us to Rouses at exactly 2230 hrs, where I pick up our paperwork and make a call to the North End Dispatcher, who tells me that he outlaws in 45 minutes. Lately, it has become a running joke with us, as we have been stuffed in sidings for hours waiting for the priority trains to pass. Our train is on the Controlled Siding at CPC 189 and consists of 77 loads and seven empties, totalling 10,000 tons. For a power lashup we have 6013, 5482 (a B-unit) and 5909, which puts us at a great horsepower disadvantage.

We are out of the Point at midnight making decent speed until CPC123 where we meet northbound train 415 at 0230. This night is dark and the beauty of running alongside Lake Champlain is hidden from us, except for a faint hint of the far shoreline. That narrow beam of our headlights has a mesmerizing effect, and I feel sometimes like I'm being drawn into it, down the rails in front of us. I have to keep looking away or I'll be transfixed in a daze. The coffee is over four hours old, and I realize that with the first sip. I feel like giving it the heave-ho out the window, but I chose to drink in the rank potage rather than try and make a fresh pot on the hot plate, which probably doesn't work anyway.

We're on the roll southbound at 0330 and run on clear indications, which is rare.

The engineer drank his coffee long ago and is now sitting upright in perfect posture, looking stiff and tense. He's getting desperate for a pit stop, so I make a joke about the color of his eyes, to which he defensively says, "Naw, it's just the cab light". I'd like to help him out, but management frowns if he's off the throttle. I know how to run the train, but I guess they put the fear in him. We rolled into Ft. Edward on floating kidneys, where we face a red at 0545 hrs.

I ring up the dispatcher and hear that there is a broken bond wire in Gansevoort, for which he issues us a rule 241, "Permission to pass stop signal at CPC56, proceed main to main, south direction". I repeat the rule 241 word for word, and we are once again notching up, rolling south. Moments later, in the eerie light of dawn, we pass a ghostly visage at trackside, a signal maintainer only half illuminated by our headlights. He was called out of his warm and safe bed early to locate and repair this problem. Maintainers have sort of regular hours and usually spend the night in bed, but they are called into action as the need requires, day or night, regardless of the weather conditions. They can be a grumpy, testy lot, but aren't we all when pressed hard?

We took our yarding instructions and ease into Saratoga at the break of day, 0630. I drop off the engine and call for a stop when the tail end reaches me. I cut

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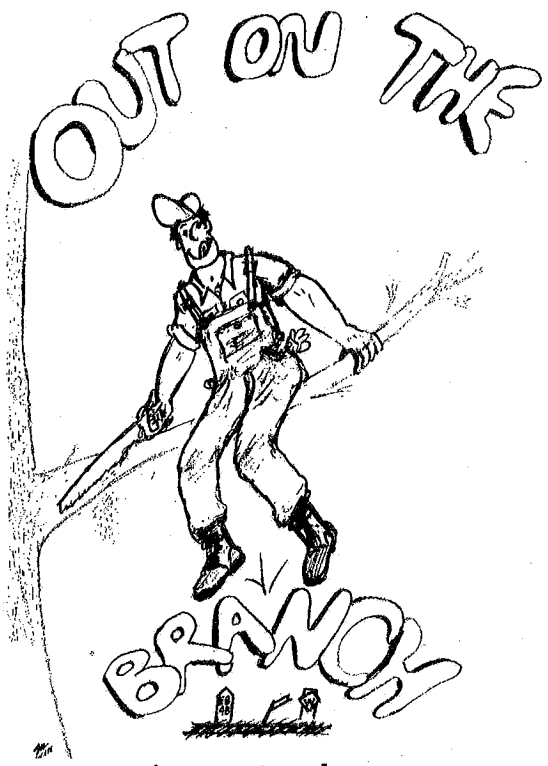


by **Joe Durham**

Vacationing

At the time this is being written, we are in a mad rush to get business wrapped up and preparations done in order to get out of here in a few days for Niagara Falls. We had high hopes of boarding the train in Fair Haven and riding the rails to there, but the $500+ price tag quickly extinguished that. It was over $200 if we boarded at Schenectady, which was still unrealistic for me.

Sightings

A friend of mine who lives close to the tracks in Fair Haven reported last month that a pair of D&H lightning stripes went through pulling a freight towards Rutland. I challenged his joke, but he was serious. Perhaps it is true, because I witnessed the same improbability myself about four years ago.

On another note, the salt is piling up at Whitehall shops. I had previously reported that the south end roof of the shops had collapsed, and the spur to the former freight house had been ripped up and left in piles.

Someone in the ***Bulletin*** recently mentioned the herald on the restored D&H caboose in Whitehall. I agree; it certainly never wore that style before, which is a rendition of the blue and yellow shield worn on diesel cabs. The caboose shield appears hand-drawn. I am looking forward to getting a few hours away to see the restoration work on the interior. I've heard they did a nice job.

The Poultney, VT depot is receiving work. The rear platform, which had been enclosed, is now reunited with the outside world. Interior fixings are also in the works. A blackboard was sitting outside the station that said, "No Train Today". My son's sitter has every Thursday off, so I either take my son with me as a helper, or if permitting, the original plan was for us to do something "recreational" together since I have little time for anybody seven days a week. Lately, we decided to bike the former Washington Branch's north end. So far we have only been able to go once. We chose a six-mile round-trip section, which included the first third of the spur to the former Staso Milling Co. quarry/plant. A nearby farm has been using part of the spur to reach rented fields, and apparently was using trucks for hauling, because they left the roadbed with wide depressed wheel tracks that were packed level and smoother than blacktop. It made for great biking, but when the rain comes those wheel tracks will not be a good thing for the roadbed.

Finally

For decades there had been a pair of railcar wheelsets sitting at the edge of a slate quarry pile, rusting away with the intention that someday I would get time to obtain them. Recently, they became threatened by an expansion project. I just happened to show up one day to pick up my dump trailer full of slate chips, which was loaded throughout the morning, when I noticed an excavator, dump trucks, and a dozer tearing a new road through part of the old pile where the wheelsets were. I quickly drove over and queried an operator I knew. Within minutes, the wheelsets were sitting on top of the load in my trailer, having been gracefully swung into place by the excavator. Within minutes more, they were sitting in my yard. How's that for timing?

The wheelsets are quite heavy, much larger than track car wheels, but smaller than, say, boxcar wheels. They have friction bearings that rely on oiling holes. Now for some rail. About 25 years ago I scrapped a few tons of 20-pound (?) rail that I purchased from a quarry. There were curves, straights, frogs, and switch points. Kick, kick, kick, can I kick myself enough today? I certainly have several practical uses today of what to use it for, including plans for a homemade locomotive. Oh well.

You'd never believe it department

I recently read an article in the Historical Truck Association's July/August magazine about Alco; yes, the same Alco we know. In there is an excellent article by Al Garcia who owns an Alco what?! Truck?! Yes.

From 1909 to 1913 Alco built 1,000 trucks. When two of them were put to the test, both trucks broke world records (I'm not surprised). I don't remember if this had been mentioned before in the ***Bulletin***, but it was an Alco truck whose engine broke the world record for non-stop running: 336 hours, an unheard-of feat back then.

Alco's built-in ruggedness also led to the completion of yet another unheard-of feat in 1912, the first ever attempt of a transcontinental delivery by truck. The route was New York City to Petaluma, Calif. Keep in mind the weather, the machinery, lack of service stations, lack of roads, and very poor roads.

At times the crew of five had to blaze their own trail, move rocks, and dig and claw their way along muddy roads, all the time carrying a load of three tons on their 3½-ton rated Alco. They traveled over 4100 miles and averaged 10 mph overall, and it took them three months. Alco manufactured its own motor, transmission, and brake gear, and apparently fabricated most of the other components, except perhaps the radiator, which would have probably come from an outside vendor. It also had chain and sprocket drive, which was quite common then. That type of drive was used on big trucks right into the 1950's. Anyway, the Alco monsters had a monster price, $3000. Figure that out to today's dollar value.

The Alco trucks had the reputation of being built five times better and stronger than anything on the market, thus their price reflected that. The largest Alco made was rated for 6½ tons, the smallest 1½ tons. Only four Alco trucks are known to still exist. (I hear shades of the PA's here.)

JB's note: I think we've mentioned the Alco trucks, but where do you have this woodchuck locomotive stored? I've never seen it at your bunker. I can just envision your Rube Goldberg wonder now...a Cummins diesel from a scrapped dump truck, frame from a lumber wagon, cab fashioned from an outhouse, fuel tank from a Pinto, transmission from Athearn, Edsel radiator, chromed "Monty" Wards wheels, seat from an IH Scout, radio from a Buick Roadmaster...wow, this really boggles the imagination.

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

Reminiscing

*by **Rev. Walter F. Smith***

Acute Train Deprivation

One time a buddy of mine in the clergy came to northern New York to visit. He tumbled out of his van after a 400 mile ride and shouted, "Walter, where's the nearest golf course?" As a counselor of long experience, I immediately suspected Acute Golf Deprivation.

As all our Bridge Line buddies know, there is a train version of this same psychological malady. Consider July 2, 2002. We had entertained two different sets of company through the week. On Sunday a group of forty church people had come to our backyard for a cookout. All the while, Canadian National insisted on tormenting me with whistles every fifteen minutes. Our company were all charming people, but few would have been interested in an evening with CN.

On the morning of July 2nd the last of the company said goodbye. It was beastly hot; Miami weather in Ogdensburg, NY, complete with the humidity. But I needed to see something on steel wheels rolling on steel rails.

I convinced Betty that a trip to Wal-Mart to pick up some needed things could be combined with a meal at Taco Bell and perhaps a couple of trains courtesy of CSX. At 1700 hours, with the heat little diminished, we drove to Massena.

The scanner was silent. There was a line of Alcoa hoppers and a smattering of other cars in the yard. That seemed to indicate that the northbound from Syracuse had already arrived. A lashup of two CSX units idled by the yard office. After running our errands and a fix of quick Mex food, we were back at CSX. We read the evening paper and sat under a shade tree.

About 1930 the scanner came to life. The local that goes west in late afternoon to switch the NY&O at Norwood and the Agway plant in Canton announced that it was back in the yard. After what seemed a long while he appeared with only a CSX GP40. He had no cars at all.

Probably our only hope of seeing a real train was CN train 327, which becomes Q621 south of Massena. We drove east through Helena and Bombay looking for him. It was a lovely evening, as handsome as this handsome land offers in the summer, but we saw no train. Still, the radio had enough chatter to keep me headed east. Our last hope was the town of Fort Covington, where the CSX/CN line to Montreal comes over the border. Beyond there the track and the roads diverge, and one would have the nuisance of a customs inspection. As we drove up to the Route 37 grade crossing, the lights came on and the gates came down – for us it was the last possible moment!

Train 327 had CN 2611 and 2537, both GE C44-9W's, the leader a couple of years newer than the trailing unit. Tied to his tail were fifty cars, the first 12 CN covered hoppers for Reynolds Metals in Massena. This is a small consist for 327, which can have up to 125 or more cars. But I had to remind myself that it was only the day after Canada Day and probably many businesses to the north were on holiday. We turned around after the traffic had cleared and trailed him back toward Bombay and Helena. Despite the heat, it was a lovely twilight, and the leisurely pace of the train made for a most pleasant ride.

This train carries a lot of newsprint and the cars must go into some of the most distressing urban areas in the American northeast. One boxcar had so much graffiti it was hard to tell it belonged to CN. The spray paint set must have had a ladder, as the defiling had been completed all the way to the roof! A couple of Central Vermont boxcars, common on this train, appear to have been repainted and again lettered CV, a surprise for a railroad which ceased to exist nearly a decade ago. Probably there is a legal reason for staying with the CV reporting marks.

Only a single bulkhead flat of Canadian lumber was in this consist. In months past there could be as many as fifteen or twenty. The tariff dispute over what America calls government subsidies of Canadian cut lumber has doubtless diminished this traffic. Canadian resentment of the U.S. over this issue, justified or not, is real.

When we arrived in Bombay, I was pretty certain we were ahead of the train, and as I looked back I could see the lights come on at a crossing a mile back over the fields. I set up by the crossing on Main Street in Bombay. It was nearly dark and pictures would be problematical. As the lights came on and the gates began to lower, a teenager in an old car put the pedal to the metal and roared around the gates. His evening thrill really upset Betty, who said later that she was afraid he'd hit the gates, which in turn would hit me. I took my pictures and we followed 327 on toward Helena.

This North Country is lush and rich in early July, and in the gathering dusk the train looked like it was sailing on a green ocean. We popped down the Reagan Road, which is at the line where St. Lawrence and Franklin Counties meet, and took one more frame of 327.

A stray question occurred to me. How many thousands of dollars does CSX pay each year for running through Franklin County, a civil division which provides no traffic at all to CSX and where there is, I believe, one siding?

South of Bombay the train kicked off the talking detector: "Conrail, Bombay, NY. Speed 25 miles per hour. Total axles 212. No defects." CSX hasn't gotten around to changing the detector. I've often wondered why they chose that particular place to put a detector. Perhaps it's just so many miles from the last one. There are no yards, sidings, or other unusual features here.

I would have been content to follow this train all the way into Massena. In this flat topography and the half-light, he was providing us a moving drama as he sweetly whistled and tripped the lights at the many grade crossings. But it was now moving on toward 2200 hours and we both had appointments in the morning. Reluctantly, we took a shortcut and headed home.

We were half way there when I heard the 327 tell the CSX dispatcher the train was at MP164, or "Racetrack", the northern boundary of the Massena yard limits. At home I slept like a log. My latest attack of Acute Train Deprivation had been ameliorated.

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-BLHS

Industry News from page 6

Guilford returns to Saratoga

On May 6, Guilford reinstated East Deerfield-Saratoga trains EDSR/SRED. The first SRED was scheduled to leave Saratoga at 2230 hrs. and return the following day on crew's rest as EDSR from East Deerfield. The operation is scheduled for three days/week. Reportedly, Mohawk Yard had been getting pretty backed up after these trains were discontinued a few months ago, so it was decided to restore the service.

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-BLHS

Modeling Matters!

by ***Steve Wagner***

XO marks the spot

The July **Mainline Modeler** has HO scale drawings of the Delaware & Hudson's classic interlocking tower at Mechanicville, done by Harold Russell using data from **Jim Shaughnessy**, several of whose photographs appear in the article. Several color photos show work in progress on the rehabilitation of the building as a visitors' center.

"Mickeyville" could be the center point of a prototypical model railroad version of the D&H. It's the only place I can think of that featured both the Albany-Montreal passenger service and through freights linking Binghamton with New England. For years it was the most likely place to find both D&H and Boston & Maine power. The town also had a large West Virginia Pulp and Paper mill near the Hudson River, but I think it was served by the B&M rather than the D&H.

Other D&H-ish towers

The November and December 1991 issues of MM had an article on the Boston & Maine's brick tower at Johnsonville, NY, which also was passed regularly by D&H trains. The first installment had photos and scale drawings, and the second showed how **Jeff English**, the author and a BLHS member, scratch built an HO model of the structure.

MM's August 2002 issue has the first part of an article by Roger Hinman on scratch building HO models of Towers A and B at the old Albany Union Station. The feature includes his own scale drawings of the Maiden Lane tower that controlled the south side interlocking, and the larger Montgomery Avenue tower from the north side. Both were on the station's upper level, used mostly by New York Central trains.

The Walthers HO interlocking tower kit – also available built up – bears a fair resemblance to Tower FA at Oneonta. A concrete tower on the Lackawanna's "super railroad" between Scranton and Binghamton that was bought by the D&H after the creation of Conrail could be represented by a Railway Design Associates HO kit based on a similar Buffalo, Rochester & Pittsburgh prototype in Ashford, NY.

D&H 1952 PS-1 in HO

On June 19 Kadee announced a ready-to-run 40 ft. boxcar with 6 ft. Youngstown doors painted as built for the Delaware & Hudson in 1952: dark boxcar red with a smallish road name on one line and a smallish circular Bridge Line herald, black roof and ends.

The photo of the car at kadee.com is broadside; walthers.com presents the model from a three-quarter angle that shows the end and roof as well as the side. The Walthers order number is 380-4056; list price is $28.95. Many Kadee boxcars sell out quickly.

Like other recent Kadee boxcars, this one is equipped with the relatively new #58 small-headed metal couplers that are closer to scale size than the standard #5's. Small-headed couplers for installation in older Kadee PS-1's are Walthers #380-2100, $2.95 for one pair. The small-headed couplers preassembled in scale draft gearboxes are 30-78 at $5.25 for two pair.

D&H HO camelback

Late in July an unusual HO steam loco was offered for sale on eBay: a Delaware & Hudson center cab 2-8-0 made of industrial quality urethane plastic with brass details, a Bowser mechanism with Mantua drivers (the middle two without flanges), an NWSL gearbox, and a can motor and a flywheel in the tender. The model was detailed as an E4 circa 1910. Bradford Loco Works built it in 1995.

That enterprise was run by David M. Grover, who wrote several articles on D&H steam locomotives for the BLHS ***Bulletin*** in the early 1990's, three of which were reprinted in the August issue, and also some on building model locos. Bradford also produced kits for D&H E5a rear cab Consolidations 1111 and 1112; I have one, but haven't started to put it together. BLW also produced a few ready-to-run models of a D&H Pacific; the only one I've seen was at a hobby shop in Scranton some years ago. It also made HO Lackawanna steam engines for a model railroad at Steamtown National Historical Site, which I haven't seen yet.

The seller set the minimum bid for the E4 at $100 but a reserve price (actual minimum) at an unstated higher figure. The model sold for $439 on July 31 after four bidders vied for it. I paid Bradford about $200 for a kit for E5a 1112 when it was new.

e-Insanity

Late in July someone offered for sale on eBay the body of a Gilbert HO D&H container gondola, without any containers, with three steps broken, entirely lacking one truck and having only the bolster and one side frame of the other. A day before the auction closed, six would-be buyers had submitted bids, and the price had reached $142.50. This is getting ridiculous!

HO C424's and C425's

On July 26 Atlas announced the reissuance of Alco Century 424's and 425's in its Classic series. The locos will have several improvements over the ones offered years ago, including directional lighting, separate wire grab irons, ladders, drop steps and marker lenses, painted handrails, two painted crew members, Accu-mate knuckle couplers, and an NMRA-approved 8-pin plug for DCC.

The first run will include Phase I C424's painted for the Reading, Phase II C424's decorated for Burlington Northern, Green Bay & Western (red and gray) and Morristown & Erie (red), and Phase I C425's painted for Erie Lackawanna (gray, maroon & yellow), Norfolk & Western (black with gold lettering) and Penn Central. Unfortunately, no C424's painted for the Delaware & Hudson will be made this time; fortunately, undecorated models of each type will be available (with details not yet installed, to ease painting).

After some research on the Internet, I think the D&H had both Phase I and Phase II C424's. Late in 1979 the D&H acquired seven ex-EL engines and two ex-Reading engines bought from Conrail; GE rebuilt them with 251 engines at the former Erie shops in Hornell, NY in the spring of 1980, making them "C424m's". Photos of D&H 461 and 463 show the angled parts holding the rear number boards and marker lights sticking out well past the rear headlights, which the Diesel Spotter's Guide states was characteristic of C424's built in 1963. Units built in 1964 reportedly had the "notches" on the rear of the long hood that Alco had used earlier, and I think that's what shown in photos of the 452 and 455. I'm not entirely confident about this, because a photo of 456, which several sources say was originally Reading's 5207, looks as if it, too, has a Phase II end; but Atlas lists its model of RDG 5207 as a Phase I!

I hope some of our real diesel experts – of whom I'm certainly not one – can inform the rest of us as to any external changes that resulted from GE's rebuilding of the D&H's C424's.

Units 461-463 were financed by the Genesee & Wyoming for use on a run-through salt train and went to the G&W in 1985; the 461 has been wrecked, and the other two are on the Minnesota Commercial. Guilford transferred the others to the Maine Central; at last report, the 453 and 456 were to be scrapped. The 451, 452, 454 and 455 now belong to the Livonia, Avon & Lakeville (south of Rochester, NY), which has repainted at least the 454

in its handsome black and yellow livery, using it on the ex-Erie line now operated by the Western New York & Pennsylvania.

The Walthers order # for the undecorated Phase I C424 is 150-9300, the undecorated Phase II is -9330. All the model locos will list for $99.95; Atlas estimates delivery in December.

European and Canadian sources reported in July that Atlas HO C424's in Canadian National and Canadian Pacific liveries are expected in December. The body for these locos as built by Montreal Locomotive Works probably differs a bit from the Alco design built for U.S. railroads.

HO D&H steam loco lettering

Member **Rick Shivik** reports that he has found a great source of lettering for the D&H 4-8-4 he's working on:

"I'm painting and decaling an undecorated Nickel Plate Products D&H class K62 Northern. I have an Iron Horse Models factory painted brass D&H class J95 Challenger; I couldn't tolerate the idea of my 4-8-4 coming out not looking as good as the 4-6-6-4 (at least from a distance, pre-weathering). I have been modeling for a long time and, even though I had never done a brass model before, I felt my skills were up to the challenge. I figured, 'What the heck – let's do it!'

"I had hit the proverbial brick wall in attempting to find proper decals for the locomotive and had sent out several pleas for help in e-mails to BLHS members and postings on railroad.net's forums.

"While killing time at a hobby shop one day, I was looking at a Precision Scale and noticed that they are importers of Iron Horse Models brass products. I took a chance and gave them a call and, lo and behold, they had the decals used for the factory-painted D&H Challenger they offer. I ordered two sets immediately; they arrived just two days later.

"The extremely fantastic thing about these decals is that they really aren't decals at all! Technically, they're what are known as 'wet transfers'. I had never seen these before and they work just great! They're printed on regular decal paper with a heavy clear overlay sprayed on top of them.

"You cut out around the decal you want, wet it down and transfer it onto the model the way you want it. Then you let it dry completely taking care that that's ALL you do. NO setting solution is required. It dries with the overlay looking pretty ugly like you'd never be able to make it disappear with any decal setting solution on the planet.

"Here's where the beauty comes in: take an X-acto knife and carefully lift up the edge of the overlay and peel it off of the model with a pair of tweezers (it may come off in pieces, but that's no problem). The lettering is left on the model and after taking a wet rag or paper towel and gently wiping-off the excess 'glue' from the overlay, you have a perfect graphic that looks like it was pad-printed by a computer!

"Incidentally, these decals are excellent for the 'box' for the engine number and classification information outlined with a stripe on the cab of the 4-8-4's (and all other D&H steamers since at least the 1920's). Just cut out what you don't want from the number and class info on the sheet and apply the 'box' decal to the model. 'Northern Specific' info can come from any number of adequate number/letter/data sheets offered by various companies.

"The only challenge I have left is duplicating the lighted number boards on the engine's flank skirting. That shouldn't be too hard, I hope!

"I thought this was information our members would like to know if they didn't already. Incidentally, the decals are available via credit card telephone order for $10 a sheet. Your hobby retailer ought to have a catalog you can get the phone number from if you are so inclined."

Thanks, Rick!

O scale lettering

Fellow columnist **Bill Kozel** e-mailed me looking for decals in 1/4 in. scale for Delaware & Hudson and Napierville Junction RS3's and NJ cabooses from the 1950's. The best I could suggest for the locos was that he try to persuade Jim Abbott to produce an O scale version of the yellow lettering for black road switchers he has already done in HO. For the caboose I noted that he might try the "private road name" decals offered by Champ for many years. Does anybody have better ideas?

Lionel D&H U30C

Member **Bruce Hughes** informed me in mid-July that he had just picked up one of these and that it's "massive: 18" long tip of coupler to tip of coupler and 4" high". For now he has it on his mantel. This is a special engine available only through Lionel's authorized service stations.

Accurail panel side hoppers

Early in June Accurail shipped HO kits for USRA hoppers rebuilt with panel sides lettered for the New Haven and the Pittsburgh & Lake Erie. An expert New Haven fan and modeler tells me the line had exactly one car of this sort.

Only two more road names are expected before the Delaware & Hudson car the maker has been promising for a long time: Frisco and Grand Trunk. The D&H car will be Walthers #112-2808, list $8.98. In addition to those mentioned above, the kit is available undecorated, in black and oxide "data only" versions, and lettered for the New York Central (red), Chesapeake & Ohio and Wabash (both black).

Bob's wheel works

Don't miss the tips on polishing the treads of HO wheels provided by **Robert A. Moore** in the July ***Bulletin***. His Swap Shop column often contains much more than just ads and jokes directed at our publisher.

Still more Paper Train cars

As of July 31, H&D Hobby Distributing expected to offer rebuilt National Steel Car 40 ft. boxcars in its HO Trains Canada line in August. They'll be without roof walks and with shortened ladders at their A ends. CP Rail cars will be offered in both Action Red and green, with the Multimark, CN cars with the wet noodle, either with the yellow door or all boxcar red. See trainscanada.ca for photos and list prices in Canadian dollars.

Hobbycraft Canada's latest batch of NSC 50 ft. newsprint cars reached Canadian dealers by June. These included green CP Rail cars without the Multimark.

The CN car emblazoned with portions of the mastheads of leading Canadian newspapers and journals also arrived. The spectacular display is on only one side of the car; since all the papers represented are Canadian, it probably never got to the U.S. The model quickly sold out; I was lucky to have reserved one well in advance.

Troy in HO

The August *Railroad Model Craftsman* features the Rensselaer Railroad Club's replication of Troy on its NEB&W layout. The cover photo shows a model of the Delaware & Hudson's Green Island Bridge, scratch built by member **Tony Steele**.

D&H link to the Raritan River

BLHS member **Frank Peragine** has informed me that the New Jersey plant of the National Lead Company that received ilmenite from its Tahawus mine in D&H hopper cars was on a short line railroad, the Raritan River. The company, which renamed itself NL Industries in an apparent attempt to reduce the likelihood that the public would associate it with lead, used the ore to produce white pigment for Dutch Boy paints. It had a second plant in Missouri that also received ilmenite from the mine in the heart of the Adirondacks.

Athearn is offering a pair of HO 50 ft. SIECO boxcars painted for the Raritan River in its Genesis line. They're bright red with a large road name. It's hard not to like a railroad whose reporting marks were RR.

Adirondack book

I've asked my wife, not at all subtly, to order member **Doug Lezette's** forthcoming

book, "Alco's on the Adirondack" as a birthday present for me. See the flyer that accompanied the August ***Bulletin*** and this issue as well. (*The name of the book has been changed to* "D&H Passenger Trains, Their Final Decade", *and the subject is now a bit broader...JB*)

Cores without apples

Train Station Products has produced the HO passenger car core kits mentioned in an earlier column. Walthers #732-806 is for Budd-built cars, -807 for Pullman-Standard or ACF cars, at $18.95 each. I don't yet know whether they include trucks. Obviously, they can be used with plastic or brass sides to model many streamlined cars, including ones that ran on the *Laurentian* and the *Adirondack*.

From the Chair City

In June Walthers announced on its web site that it expected to receive by July 1 HO "Sleepy Hollow" #803 coach/chair car seats from an "unknown manufacturer". The manufacturer is Red Cap Line, which had previously released a universal coach partition kit and planned to produce an extensive line of interior details for passenger cars built from 1937 into the 1970's.

The real chairs were made by the Heywood-Wakefield Co. of Gardner, MA. They are almost surely the correct type for the Boston & Maine's "American Flyer" coaches and may well be the right one for the Delaware & Hudson's "World's Fair" coaches; can a reader please check a Car Builder's Cyclopedia ca. 1942 or 1943 for a manufacturer's ad? They come in packages of 24 – I think that means 24 pair – for $12.95. They're available in twelve colors: gray, tan, blue, dark blue, brown and dark green as Walthers order nos. 630-1130001 through -1130006, respectively.

Full steam ahead in N!

One of the hits of the NMRA national convention was a new USRA 4-6-2 from Model Power. Made of metal using new tooling, it will initially be offered with ATSF, B&O, CN, CP, NKP, PRR, Soo, Southern and SP lettering, as well as undecorated.

An enterprising modeler presumably could convert this loco to an approximation of a Delaware & Hudson engine, much as **Fred Cupp** did with a plastic HO model. I'm still hoping that Fred will explain what he did in the ***Bulletin***.

Con-Cor will be offering S.P. 4-8-4's – World War II versions without the Daylight paint scheme – in N scale.

Mantua locos to return

Model Power has acquired all of the former Mantua Metal Products Company's HO tooling, molds, dies and parts, as well as the Mantua name. According to modelpower.com, "Here is the game plan: 1. Most parts are or will be in stock. 2. Metal boiler locos will be made with extra details not previously included. 3. Steam locos will be DCC compatible with an 8-prong receiver. 4. Tenders will be made with electrical pickup. 5. Drive train for F7 will be flywheel driven and carry the high tech F7 metal body used in Model Power's [new] MetalTrain TM. 6. Fine-tune performance, enhance detail, and dramatically cut the prices of steam locos.

"Initial production plans for 2003: Pacific, Berkshire, 2-6-6-2, 2-6-6-0, Camelback, 0-6-0 tank.

"For more details on Mantua Classics, a new division of Model Power, call 631-694-7022 or e-mail us at mantua@modelpower.com".

This should be good news for HO'ers who like steam locomotives. Unfortunately, the announcement doesn't specify which camelback will be produced. My guess is that it'll be the rather unusual 2-8-2 based on a Lehigh Valley prototype. The Delaware & Hudson had no Mikados at all. In recent decades Mantua also sold a camelback Pacific, but the D&H didn't have any of those. The camelback, 0-4-0, based on a class of Reading locomotives, might be similar to some D&H engines.

According to one of the items from the Delaware & Hudson's own company magazine reprinted in the last ***Bulletin***, D&H motive power officials seriously considered acquiring 2-6-6-0's but were blocked by the line's redoubtable President, Leonor F. Loree.

More HO and N scale cabeese

Just before closing June 27 for vacation, Atlas announced four new paint schemes for its International standard cupola cabooses. They are Burlington Northern (green and yellow), Gulf, Mobile & Ohio (red, and with the comma), Norfolk & Western (red, with the "barely touching" initials) and Norfolk Southern (red). All but the last will be offered in two road numbers each. Undecorated HO hacks will list for $18.95, decorated ones for $25.95; undec N's will be $10.55, decorated ones with Micro-Trains couplers $22.95, with Rapido couplers $17.95. They're expected in October.

Norfolk & Western cabooses of this type and in this paint scheme ran over the Delaware & Hudson. In fact, N&W 518655 – one of the two road numbers modeled by Atlas – is shown at Mechanicville in 1977 in a photo reprinted in "Cabins, Crummies & Hacks: Vol. 2, the South". (The other number reproduced by Atlas is 518499.)

I am, by the way, delighted with the Maine Central caboose from the first run of these "standard cupola" models. The roof walks are cast plastic but beautiful; the ladders and grabs are painted and preinstalled. Overall the hack compares very favorably with brass cabeese in nearly every respect. The main exception is that the windows aren't correct for every road for which the model comes painted. Remember that International Car Company offered its customers an almost infinite variety of options. The real MEC cars, for instance, apparently didn't have the small window Atlas put near the middle of each side. But what can we expect for mass-produced, more or less popularly priced models?

The roof walks and ladders are supposed to be available separately from Atlas; they'll be good for properly detailing the caboose the firm sold as part of a Rutland three-pack.

Rail photos on the Web

George Elwood's splendid web site has been relocated to rr-fallenflags.org; most of the photos on the old site, including the numerous D&H pictures, had been reposted by the end of July. Voluntary donations from over 200 railfans have helped him keep the site going. "Try it; you'll like it!"

Tom Gibson's AlcoHauler site has a new URL and name: calclassic.com/alco and contains cross-references to several other excellent sources of information, including Joshua K. Blay's list of former D&H locos still extant, geocities.com/jkbrr/dhsurvivors.

Missing piece

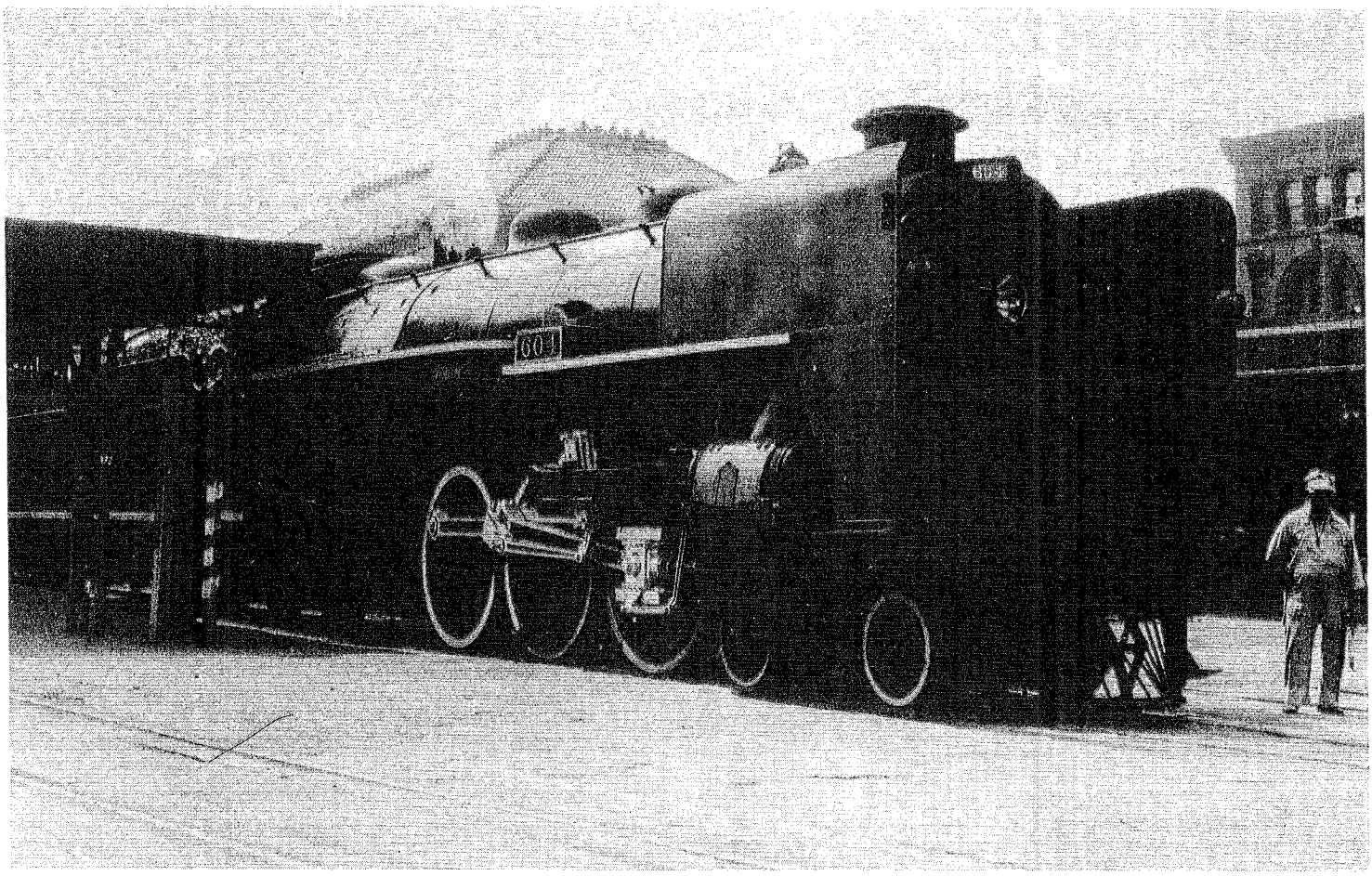
Atlas has corrected a mistake some of us hadn't noticed. A bolted access panel was left off the tooling of the dynamic brake section of the early version HO

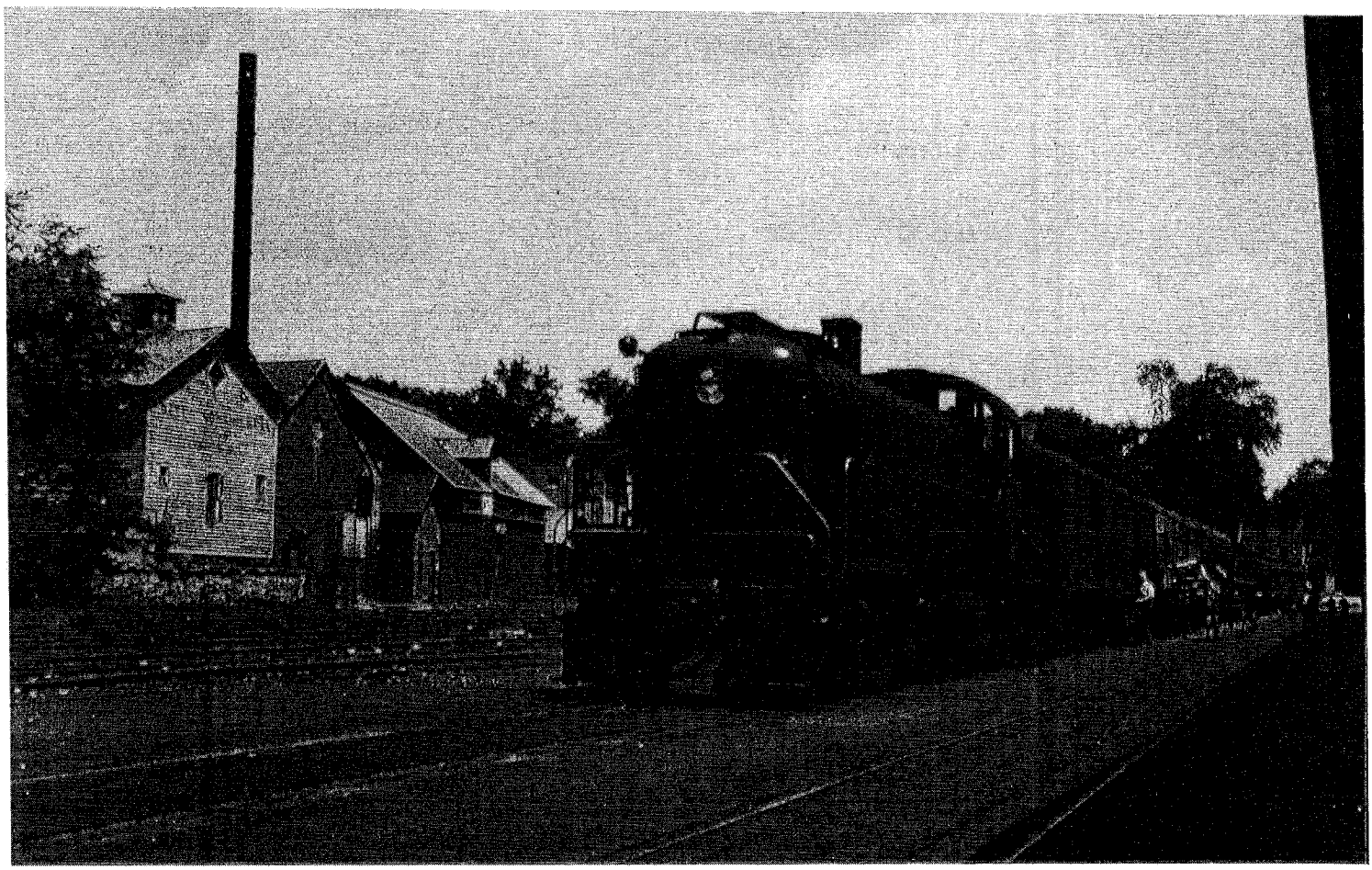
continued on page 38

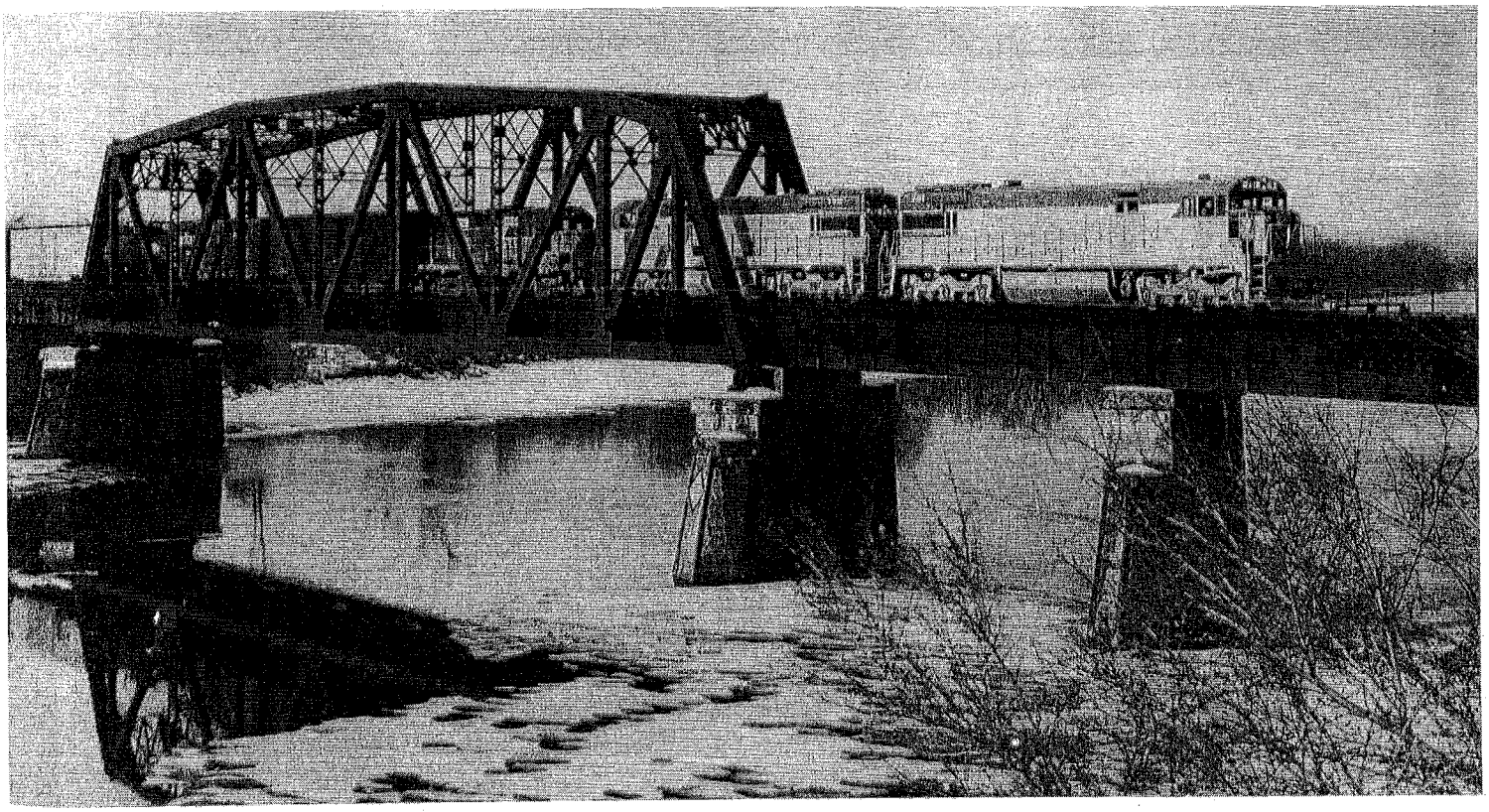
Photos on page 21:

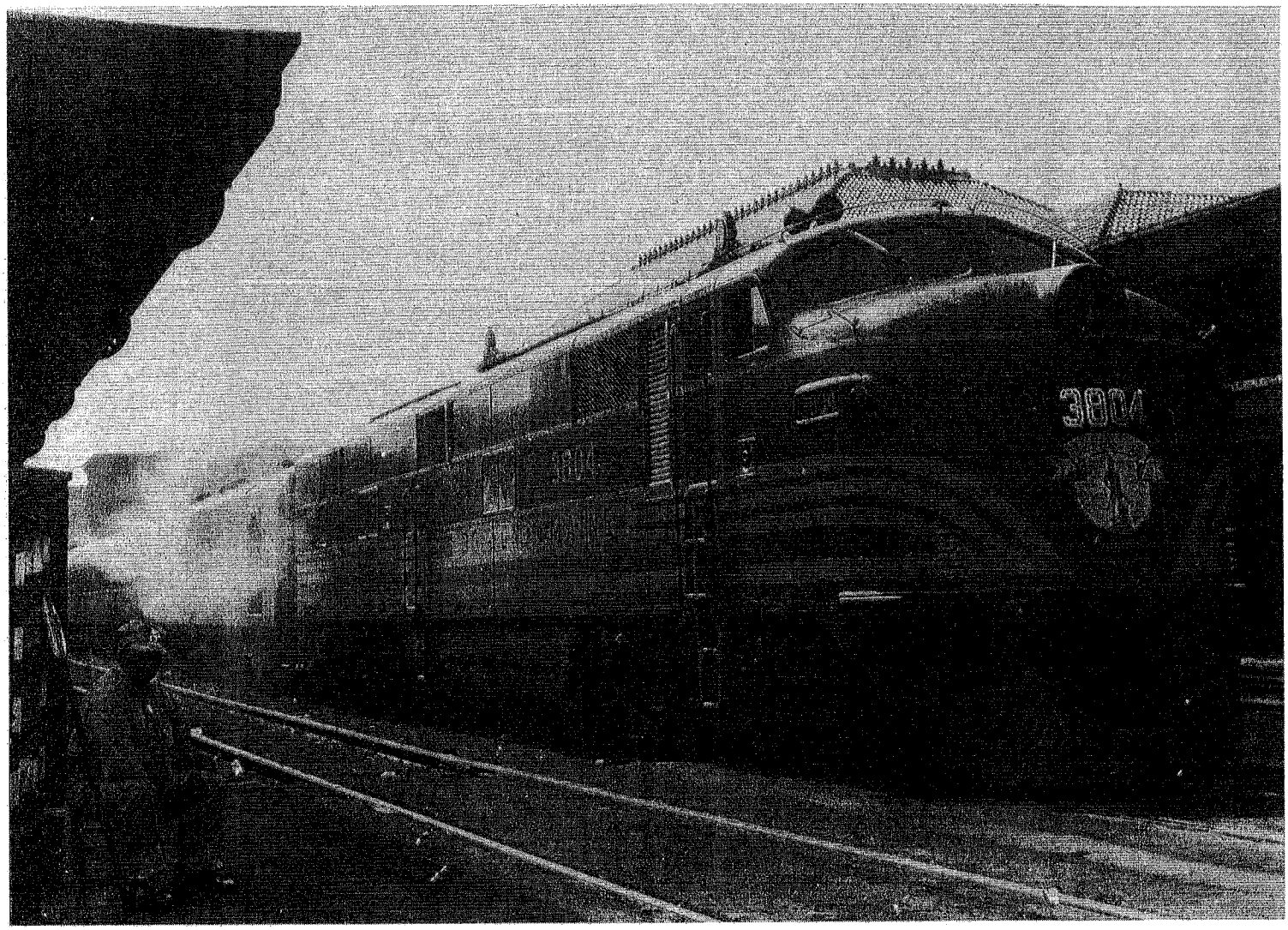
Top: D&H 4-6-2 #604 pauses at Troy Union Station with train no. 37, the northbound *Laurentian*, in early September 1950, after taking over from a New York Central Hudson. A timetable peculiarity had the *Laurentian* operating via Troy from mid-June through Labor Day as NYC no. 143/D&H no. 37, and via Albany the rest of the year as NYC no. 95/D&H no. 35. The date can thus be narrowed down to between September 1 and 4, 1950. Photo by **John V. Weber.**

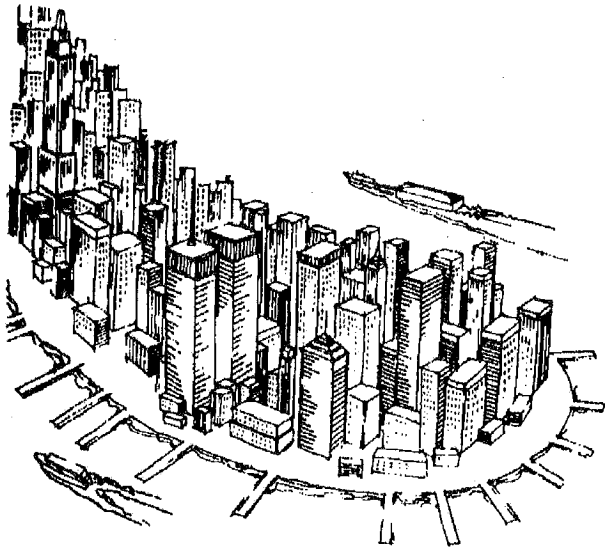
Bottom: It's 11 a.m. and RS2 #4015 has brought D&H train no. 2, the Plattsburgh-Albany local, into the downtown Saratoga Springs depot in July 1951. The consist is three head-end cars and three assorted coaches. Photo by **John V. Weber.**











The Metropolis Monograph

by ***Robert A. Lowe***

Amtrak

Since leaving off in June, the saga of Amtrak has continued. On June 6th, David Gunn assumed responsibility as president. Almost immediately he issued a warning that Amtrak could shut down as early as July if it did not receive $200 million in emergency funding. He demanded a commitment from Congress and the White House by the end of June or else the shut down would be necessary. He indicated that deferred maintenance had taken a toll on both the infrastructure and equipment with nearly 100 pieces of equipment inoperable. He claimed self-sufficiency was "a myth". He thus ordered an immediate reorganization that consolidated operations into three components, Intercity, NEC, and Amtrak West, and also streamlined authority and oversight, cutting the number of VP's from 84 to 25.

On June 20th the Bush Administration, via Transportation Secretary Norman Mineta, made its first response. He promoted more participation by the states (who would be required to provide more subsidy) in a "partnership". This would allow more competition and remove Amtrak's monopoly and remove the NEC from Amtrak's ownership. This would promote a partial privatization of Amtrak. However, the Administration maintained its annual subsidy of $521 million.

In this limbo state, Amtrak's potential shutdown loomed. It was emphasized that many commuter operations, carrying over 300,000 daily, would be affected by any Amtrak shutdown. These were primarily in NY, NJ, Conn, Mass, MD, California, Virginia, and Washington. Obviously the Senators from those states became vocal opponents of any shutdown. Gunn was quoted that long distance trains would continue to require subsidy. The Amtrak Board was scheduled to meet June 24th.

On June 23rd, House Speaker Dennis Hastert was mum on any help unless Amtrak corrected its money-losing practices. Meanwhile, the Senate Transportation Committee under Senator Hollings continued to advocate a $1.2 billion annual subsidy. In the NYC region, 56% of the NJT trains would be shut down (all on the NEC and NJCL); LIRR would be forced to terminate operations on Long Island; M-NR would be affected least except for loss of the $850,000 O-T% incentive; and the Shoreline East in Connecticut could easily be replaced by buses.

At the Amtrak Board meeting on June 24th, Mineta claimed they were "very close to a solution" and promised no shutdown but had no immediate solution. It appeared the board was working on a line of credit with $205 million in loan guarantees. Gimmicks such as mortgaging Chicago's Union Station were floated, along with attempts to connect Amtrak with the nation's "homeland security". The number of Amtrak employees nationwide, as well as constituents using rail, helped push the issue.

On June 26th a compromise was offered. The White House would put up $100 million immediately to provide a line of credit. Congress would then approve a loan guarantee for $105 million by the end of September. Amtrak would open its books to audit, and there would be an improvement in accounting procedures. There would be wage and hiring freezes, and Amtrak would be forced to cut back $100 million in expenses on existing services to pay back the loan within 15 months. Obviously, there would be no extensions of service, which threatens the planned passenger service on the Florida East Coast between Jacksonville and Miami; a maintenance facility in Oakland; reintroducing high-speed turbo liners in NY; and a new Los Angeles-Las Vegas route. However, in this interim period Amtrak has continued its "clearance sales", such as one way fares of $6 between Chicago and Detroit; $5.30 between Kansas City and St. Louis; and $7.20 between Seattle and Portland.

On July 10th it was announced that Amtrak was heading for another $1 billion loss. In addition, the most vocal opponent Senator John McCain (R-AZ) disclosed that Amtrak had shelved an $11 million consultant report because it advocated privatization and competition. But on July 12th, the Bush Administration proposed a loan package of $170 million that will keep Amtrak running through September and to be "repaid" by January 1, 2003.

Obviously, the saga continues. Amtrak must receive some commitment of long-term funding. There appears to be a positive need to incorporate a short-haul (under 400 miles) rail passenger system as a feeder for long-haul airline flights, such as has progressed in Europe. Long-haul passenger trains may be too expensive to continue.

Other news: On June 17th, Amtrak train 90, the *Silver Palm*, did not stop at a light and "brushed sides" with MARC train 437 in Baltimore; some cars derailed. More serious, on July 29th the Washington-bound *Capitol Limited* derailed 11 cars just 10 miles from its terminus. Over 100 persons were injured, six seriously. It appears there was a heat kink and the track was 18 inches out of alignment. Immediately, CSX, which owns the trackage, instituted speed limits of 45 mph during excessive heat. In addition, the damaged equipment caused the equipment-short Amtrak to cancel the *Cardinal* on July 31st (as there are now over 100 cars inoperable, and maintenance crews have been decimated at Beech Grove).

Another incident occurred July 31st in Boston. Amtrak operating the MBTA commuter service over CSX did not stop a train with a heart attack victim at the nearest point (Newton) because it was not a regular stop. The train continued on to Back Bay making its usual stops before reaching waiting paramedics. The victim died. Amtrak gave the impression that CSX rules were superior to making a medical emergency stop. Obviously, this is under investigation.

The competition between Acela and the airlines (Delta and US Airways) continues. Delta is showing an Acela train chugging along with steam engine sounds while a plane shoots overhead.

Effective July 1st, passengers can carry on only two pieces of baggage on Amtrak.

An overlooked high-speed line could be from San Diego to LA, and continuing on to San Francisco. Surfliner service is now limited to 11 daily RT's.

photos on page 22:

Top: New GE U30C's 701 and 702 join with an RS11 to cross the Mohawk River from Glenville's Mohawk Yard to Schenectady with a southbound freight. March 17, 1967 photo by **Jim Shaughnessy**.

Bottom: The crossing watchman takes a rest at the north end of Troy Union Station as Boston & Maine E7A 3804 awaits the 12:55 p.m. departure of the *Minute Man* for Hoosick Falls and Boston. The date is early September, 1950; photo by **John V. Weber**.

9-11 Aftermath

There are six plans for a redeveloped WTC site. All contain a transit hub along Church Street that would incorporate a new PATH station with an underground passageway connecting with 14 subway lines and ferry connections. There is a possible LIRR extension. The rebuilt 1/9 tunnel to South Ferry had all structural work completed by July 4th. I recently observed "ground zero" from the 32nd floor of a building, and saw the tunnel exposed. The old Hudson Terminal "underground" station is exposed, as is the escalator mezzanine of the PATH WTC station.

The two PATH stations in Greenwich Village, Christopher Street and 9th Street, have staircases only at one end. They are over-utilized in this period, so complementary staircases are being built at each end in a $29.6 million project. However, there is much local opposition. The stations are the closest PATH stations to Lower Manhattan and heavily utilized in this period (see January issue).

In June a concept known as "zoetrope" started in PATH tunnels under the Hudson. Images placed on tunnel walls appear to be moving images when viewed from a moving train. This had been planned prior to 9-11.

Metro-North Railroad

O-T% in May was 98.1 and in June, 97.3 (95.4 west of Hudson in May and 93.6 in June). Through May ridership has been down 1% for 2002.

The first quarter customer satisfaction survey was a record-tying overall 8. It was noted that the survey was done in April, which had the fifth consecutive month of O-T% over 98. Categories with increases were O-T%, 8; employee courtesy, 8.2; overall communications, 7.8; and GCT a record 8.8. One category to decrease was overall conditions on train, 6.7. Twice as many thought M-NR was better than those considering it worse. Harlem and Hudson Lines were over 8, while New Haven was at 7.7, which was its highest ever.

It appears the "Courtesy Campaign" is catching on. The first time the issue of cell phones was raised. 75% said they use cell phones and 87% said riders should be better educated about usage. 81% promoted a "considerate usage", while 34% wanted to restrict usage to door areas and 27% to designated cars. M-NR is not considering designated cars (as on Amtrak), as it would be too hard to administer.

Bar cars are restricted to 10 M2's on the NH line, but they will not be replaced. Despite the revenue produced, some complain about elitism and cite the need to increase passenger loads (a bar car has 28 seats vs. 110 in a regular car). However, it's mostly ConnDOT's call.

M-NR held a hearing on operating N.H. line trains to P.S., with stops at Co-op City, Parkchester, and Hunts Point in the Bronx, and on the Hudson Line to P.S. with stops at 125th and 59th Streets. However, P.S. is currently over capacity.

In June, some classic rail passenger car fans wanted to hitch two cars (NYC #3 and the "Ohio River") onto the *Lake Shore Limited* at Croton, using M-NR to pull them from GCT, as on the old 20th Century Limited. But this would cost $5000-$10000, which M-NR would not justify. So the cars had to depart from P.S. Also, it appears Amtrak wanted to place the cars between mail cars at the end of the train.

In 2001, federal funds were allocated to study a re-electrification of the Danbury Branch.

M-NR ordered two re-manufactured F40PH-2's from Motive Power Industries for use west-of-Hudson.

Retail sites at GCT were 92% leased in June with two more signed in 2002, three in negotiation, and two opened. However, revenue was down in 2001, largely due to downturn in economy and the aftereffects from 9-11. GCT is promoted with TV commercials.

Long Island Rail Road

O-T% in May was 95.4 and 93.7 in June. Through May ridership in 2002 has been down 2.7%. Through April there had been 12 fatalities with six deemed suicides. On June 22nd 6721 from Hempstead bumped 8017 from Ronkonkoma at Jamaica Station. There were minor injuries.

The yard at Long Island City achieved beneficial use with four new tracks, HLP's, and facilities for maintenance, cleaning, and fueling.

In 2002, the St. Albans and Rosedale stations will be rehabbed; tunnel lights installed on the Atlantic Avenue branch, and tie replacement done east of Ronkonkoma.

The AirTrain to JFK is on schedule and should open later this year. All 32 vehicles have been received from Bombardier, guide ways and power substations are completed, and stations being built.

EMD has finalized an agreement with NS to repair cracked locomotive frames at Altoona, leaving Super Steel out of the loop. The first engine is to arrive in August.

New Jersey Transit

On May 6th, George Warrington became Executive Director of NJT. He seeks to reduce overcrowding on trains with new purchases of single level and 231 bi-level coaches (builder to be designated but paid by Port Authority). He has created five task forces to consider; this are system capacity, business efficiency, capital priorities, communications and customer service.

The FY 2003 operating budget will be $1.22 billion, the complementary capital budget $1.19 billion. $130 million from the Port Authority will buy the bi-levels. Efforts are being made to avoid budget problems by using capital funds to pay for operating costs.

O-T% for the following months: March, 95.7; April, 95.4; and May, 96.

The Montclair Connection will start September 30th; catenary testing started in July.

On September 23rd the East End Concourse at PS will open, just prior to this new influx. It is basically a station within a station.

There are currently 3,000 daily AirTrain passengers to Newark Airport via the NJT/NEC connection.

The $2 Ozone Pass on "bad days" has been utilized several times this summer.

On June 22nd, two new stations opened on the Newark City Subway's one-mile extension, Silver Lake and Grove Street. On April 22nd a new interchange was opened for Paterson Plank Road that will allow the Hudson-Bergen LR to use freight tracks (Northern Branch) and eventually the Weehawken tunnel.

CSX's North Bergen Yard will be relocated. The Bay Head rail yard on the NJCL and the "big shark" drawbridge will be rebuilt.

Ferry slips at Hoboken Terminal are being restored. They will service the expanded ferry network and allow the Hudson Bergen LR to reach the terminal.

Morrisville yard in Penna. will eventually store 250 cars. The first stage is to build 12 electrified tracks, inspection track, and maintenance tracks.

All 28 ALP46's are to arrive by this November. 34 more LRV's were ordered from Kinki Sharyo, 26 for the H-B LR and eight for the Newark City Subway.

NJT seeks to give away a wrought iron bridge over Hog Back Creek on the Gladstone Line. It was built by DL&W in 1890 but you have to cart it away. (I think it would look wonderful on your estate just to the east of Hudson, Bob...JB)

Mid-Hudson news

Plans are underway to extend the Harlem Valley Rail Trail 23 miles to Chatham from Copake Falls, NY. Basically, the trail is in operation from Amenia to Copake Falls, with most sections paved. Some sections still must be acquired. The Trail has proven to be a tourist attraction in the Harlem Valley.

The Walkway Over the Hudson group seeks to convert the old Poughkeepsie Railroad Bridge into a tourist attraction

continued on page 26

Pair recalls two lifetimes worth of riding the D&H rails

Rouses Point, N.Y.

– For Harold Mero and John Lombard of Rouses Point, railroading was more than a job, it was a way of life. But all that changed a few months ago when the two veteran railroaders, who devoted more than 75 years of their adult lives to moving freight up and down the rail, called it quits.

"My father (Harry Mero) was a trainman who worked for the Delaware and Hudson Railroad for 40 years. I never knew anything but the D&H from the day I was born", Mero recalled. Mero logged 42 years of service, and his good friend Lombard had more than 36 years of service, when they officially retired last month.

Retirement means some big changes for both men and, if railroading is to survive in modern America, it's going to mean big changes will have to be made "from top to bottom" in railroading.

"I don't think railroading is dying, but I do think the whole outlook on railroading has to change from top to bottom, management to labor. I do think it will change but it's going to take time", Lombard said.

Mero agreed, saying the changes may well have begun – at least in one small way – in Rouses Point on June 14.

It was on that date that Walter Rich, President and Chief Executive Officer of the Cooperstown-based Delaware-Otsego Corp., which now runs the D&H, came to Rouses Point to honor both Lombard and Mero.

"It's the only time I can ever remember that a party was given for the men, the working men. And, it was the president of the railroad himself who came, and he's the nicest guy you ever want to meet. He came here several months ago in his own personal car and told us what he wanted to do with this railroad. Then he came up for our retirement luncheon", Mero recalled.

"If railroading is going to survive, it's guys like Walter Rich who will make it happen", Mero said.

At the June luncheon, held at the Anchorage Hotel, both Mero and Lombard were presented with engraved watches and retirement checks. Both were unexpected, and their wives were each given a dozen long-stem roses.

"Mr. Rich is such a gentleman, a very kind, caring and sincere man. I am sure he will make great things happen for the railroad if he is given half a chance", Mero's wife, Betty, said.

Mero recalled stories of railroad retirements of yesteryear: "Like the story of Buck Saunders' retirement. They gave old Buck a gold pass so he could ride any train he wanted free of charge. But there was one small problem – there were no passenger trains running. I guess when they handed old Buck his gold pass he took one look at it with amazement and said 'What am I going to do with this?' and I guess it broke the place up", Mero recalled.

"My father, like a lot of railroad men, walked out the door with nothing. We had some presidents of the railroad during my 42 years that couldn't care less about the men. When they passed through the yard in their personal cars, they would draw the curtains so they wouldn't have to look at us, the old sourpusses", Mero interjected.

Newly discharged from the U.S. Army Air Corp., Mero was 22 years old when he started working for the railroad. "When I got out of the service, I lost my head and got married", he said with a chuckle, "and of course I was looking for work.

"My father told me they were looking for a fireman, so I went up to the yard to check it out, and the next thing I knew I was at work at 11:59 (p.m.). As a fireman, you learned. They showed you the firebox door, the shovel, and the coal. Your job was to shovel the coal into the firebox. When you were first hired, you made two to three trips to Albany with other firemen, and that's how you got to learn the job", Mero explained.

"It was a hard life in the beginning. I worked a lot of nights and a lot of Thanksgivings and Christmases. For 20 years, I was in Albany and Whitehall all the time. Sixteen hours a day at straight time, that was before they had overtime, and they didn't ask you if you wanted to work overtime. If you were the youngest man, you had to work", Mero added.

In 1947 and 1948, Mero was earning $9.33 a day, or $18.66 if he worked a double shift. "When I got laid off, we got $25 a week unemployment. It was tough getting by with four kids to feed and take care of. As the newest man, there were a lot of days you worked and a lot of days you didn't", he added.

Then there was working in the infamous North Yard in winter. "I spent many a damn cold winter night up there. John (Lombard) was there – he knows what it's like. With that northwest wind blowing down on that North Yard it felt like 50 below there most of the time", Mero recalled.

Railroading first came to Rouses Point in 1823. By the late 1940's, railroading was booming. "Back when I first came on, there were eight freight trains, two local freight and six passenger trains running out of the Rouses Point terminal. It was nothing to have 300 to 400 cars passing through the yard in a day. Now, they are lucky if they have 20 to 30 cars a day", Mero said.

Lombard, who first went to work for the railroad at the roundhouse for three seasons starting in 1949, went to work on a more permanent basis in 1954. He has held a number of posts including working as a trainman, qualifying as a conductor and even working for five years as yardmaster.

"The first major thing that I can remember that happened while I was working was that big train wreck at Bulwagga Bay, when a passenger train ran into a freight train and the two engines welded together and rolled down the bank. One man was killed in the wreck ... but we didn't have anything to do with it", Lombard recalled.

"There were a lot of little things ... like the time Harold's engine crashed through the roundhouse door, through the wall and ended up on top of the wall. It happened down in Plattsburgh – a switch got thrown by accident. It looked quite comical, but no one was laughing at the time", Lombard said.

"I didn't think it was funny at the time", Mero added with a chuckle.

It took Mero six years to become qualified as an engineer, a process that included written and oral examinations. "Now, they take someone off the street, put them in a simulator car and zip, zap, you're an engineer. A simulator is not like having an engine tied to your backside. You have to learn the road, where the hills are, where the grades are, you have to know the road", he said.

Mero said he can still hear the late Sid Spiegel giving his radio newscast in Plattsburgh and reporting that the iron ore train from Lyon Mountain had set 22 to 23 fires one hot, dry summer day. "The brakeshoes would just burn right up on that heavily loaded train as it came down the grade from Lyon Mountain to Dannemora, and from Dannemora to Cadyville and from there to Bluff Point. Chunks of the hot steel from the brake shoes would fly out into the leaves and brush in the dry woods and start a fire", Mero recalled.

"I really enjoyed working that train. We once had a bear running ahead of the train. We were doing 30 miles per hour and we couldn't catch him. He later ran off into the woods. We used to see a lot of wildlife on that run and the foliage was just beautiful. But I must admit it was sure cold in the wintertime", he added.

Both Lombard and Mero said if they had to do it all over again they wouldn't change a thing. In spite of all the hard

times, there were many more good times. "It was a hard life when we started out, but it was a good life. It made me a good living, I can't complain about that", Mero said.

"I'd do it all over again. It's been the best job, but the past five years have been a little disappointing with the strike and bankruptcy. There's work out there to be done and the railroads of today know they can do it, they have proven they can do it", Lombard said.

"When we both started, we knew what had to be done and we went out and did it. You got the job done. It's going to have to come back to that. When there's a job to be done, you do it", he said.

[Reprinted from the July 26, 1989 Plattsburgh **Press-Republican**; from the BLHS Archives, courtesy of Paul McGee.]

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Metropolis Monograph from page 24

with its soaring height. However, it appears the project is at a standstill with underestimated costs and zoning problems. As a result, it is legally locked up, at least on the western/Town of Lloyd side. It appears the mastermind, William Sepe, has been running essentially a one-man show (**New York Times**).

Another potential one-man show is the Brooklyn Historic Trolley, whose head is Robert Diamond. It appears it will cost $4 million to extend to downtown Brooklyn and the abandoned Atlantic Avenue Tunnel (LIRR) via Richards and Columbia Streets.

New York City subways

It is certain there will be no fare increase until November, as this is an election year. But the MTA is now running a $600 million deficit and Mayor Bloomberg is even considering cutting NYC's contribution of $500 million. Not only is there an outright operating subsidy of $158 million, but also subsidies of $126.6 million for carrying schoolchildren, elderly, and disabled as well as maintaining commuter stations within NYC. Labor costs are certain to rise.

The MTA will order a record 1,700 new cars for the B division at a cost of $2.4 billion from a partnership of Alstom and Kawasaki. The initial order will be for 660 cars with an option for the balance. The cars will be designated R160's and will be identical to the R143's now being delivered by Kawasaki to the L.

There had obviously been a high-powered bidding war. Alstom, which has never done business for NYC before, had former Senator D'Amato as head lobbyist. The frames will be built in Brazil and assembled at Hornell, NY. Kawasaki, which has the track record, will assemble cars at Yonkers. Alstom was the lowest bidder; the loser was Bombardier, with Super Steel a subcontractor. It was disclosed that the R142's built by Bombardier are breaking down at 58,656 miles, when they should reach over 100,000 miles before breakdown. Problems include not getting power from the third rail and malfunctioning doors, both deemed correctable "technical glitches". All 680 cars were to be delivered by May 2001, but now would be by this August. On the other hand, the R142A's built by Kawasaki easily reach 100,000 miles before breakdown. The R143's will have a communications-based technology, allowing "automatic control". They also put power back into the third rail, utilizing a flywheel "battery" system, which converts electrical energy to mechanical energy with 36,000 revolutions per minute.

Crime on the subways for the first five months of 2002 was down 2.9%, the lowest level in a decade, with fewer than 10 felonies a day. The overcrowded Lexington Avenue line runs have the most crime, mostly pickpockets. Ridership is up 34% with noticeable increases in discretionary riders. Riders are using transit for their lives outside of work. Trains are more reliable, safer, and patrons can use the MetroCard discounts.

Announcements on trains have been a problem, especially to inform about emergencies and delays. The recorded messages on new cars help. As a result, they are clear 73% of the time. The V local now operates at 49% capacity, up from 30%. Some advocates feel it should flip with the F and run through the 63rd St. tunnel, restoring the F to the 53rd St. Tunnel.

Pigeons (not traveling on trains as noted in May) are a problem, especially in stations. "Pigeon relocation systems" utilizing low voltage static shocks are being placed in stations.

Speaking of birds, "deadbirds" are now being reefed in South Carolina, where 82 out of 100 are now resting. Right now the #5 has 441 cars assigned, a conglomeration of remaining R26's, R28's and R29's, plus R33's, R62A's, and new R142's.

Industry news

There is a self-propelled John Deere-powered railcar, built to the style of Edwards cars, operating as the Cheat Mountain Salamander at Cheat Bridge, WV. There is stunning scenery on the 40-mile trip.

On June 19th, three UP trains collided just east of North Platte, NE, with resulting fires.

On July 15th, a 107-car train derailed in Allenton, WI.

On June 26th, there was an explosion in a Pfizer plant on the P&W at Groton, CT.

UP and BNSF have raised rates on containers by 13%.

GATX and CSX are promoting Redi-rail, which offers a seamless shipping east of the Mississippi.

Amtrak has tripled P&W's payments on the NEC from 30¢ per car mile to 99.1¢, a rate in effect since the 1980's.

In 1995 Richard Kughn sold his interest in Lionel to Wellspring Associates. He and the singer Neil Young had developed a Train Master Command Control System for trains. Young remains active. The newest in the line is a UP 4-12-2 with digital sound, costing $1,400.

Worldwide

On July 21st, for the first time an Israeli train was involved in the current crisis. A double-decker train from Haifa to Tel Aviv hit a remotely controlled bomb, which exploded as the train passed over at Rehovat. Only the engineer was injured.

In mid-June Japan finished privatizing the national railway system, which has taken over 15 years. JR East and JR West were the last of six companies. Japan hopes to use the money to pay debts.

There is now a subway link from Madrid to Barajas Airport, which takes 12 minutes with three stops. Cost, 90¢ one-way.

On June 24th, a passenger train in Tanzania had a mechanical failure and rolled back into freight, killing over 200 persons.

In closing

This year the streak ended. I have provided columns each issue of the Bulletin, starting with the initial "special" issue in 1990. But we all took a break for the August issue assembled by **Chris Shepherd**. I also have attended every spring and fall luncheon/banquet of BLHS. But this May I had arthroscopic surgery on my knee and was unable to drive over 250 miles to North Creek. I did read the reports in the July issue. I had visited the Upper Hudson operation last September after the annual meeting. I wonder if the turntable at North Creek has been restored. Any information?

Thanks this month to Marjorie Anders, Dan Brucker, **George Chiasson Jr.**, Ken Miller, and Sam Zambuto.

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 Court, Niskayuna NY 12309, e-mail queen_bb@lycos.com) or the author (Robert A. Lowe, 334 E. 116th St., New York City, NY 10029; e-mail rlowe@rbscc.org).

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Power Plant on Wheels

(A paper presented before the Metropolitan Power Plants Committee, New York, N.Y., March 1936)

by A.I. Lipetz, Chief Consulting Engineer, American Locomotive Company

Part II

continued from July 2002 issue

The main reason for the low efficiency of the steam locomotive is the steam cycle with a limited initial (cylinder admission) steam pressure and exhaust into the atmosphere. In order to raise the efficiency, it is necessary either to increase the admission pressure, which means to raise the boiler pressure, or to lower exhaust pressure, i.e. to exhaust the steam into a vacuum condenser. Both ways were tried, and they resulted in locomotives with high pressure boilers and locomotives with vacuum condensers.

Muhlfeld Locomotives

The first real high pressure locomotive boiler in this country, and about the first in the world, was the one built in 1924 by the American Locomotive Company for the Delaware & Hudson Railroad according to the design of J.E. Muhlfeld, Consulting Engineer for the Railroad. This boiler is also a combination of a water-tube fire box and a cylindrical shell with several drums, carries a pressure of 350 lbs. per sq. in., and is installed in the "Horatio Allen", a 2-8-0 locomotive with a cross-compound, two-cylinder engine. Special tests with the locomotive, which is not equipped with a feed-water heater, showed an overall efficiency of 8.02 percent.

A few years later a second locomotive of the same type, the "John B. Jervis" carrying a pressure of 400 lbs. per sq. in., and shortly afterwards, the "James Archbald" with a still higher pressure, namely, 500 lbs. per sq. in., were placed in service on the same road. Three years ago a fourth locomotive of the 4-8-0 type, the "L.F. Loree", with approximately the same boiler, and the same pressure (500 lbs.) and with a four-cylinder triple-expansion engine, was built for the Delaware and Hudson and is now in operation. This engine is the first triple-expansion locomotive in this country and, I think, the second in the world. The locomotive had a special rotary-step-cam gear with Dabeg-Lentz poppet valves.

In 1926 the Baldwin Locomotive Works built an experimental 4-10-2 locomotive, No. 60,000, with a boiler very similar to the Brotan type, carrying 350 lbs. pressure. The locomotive had a three-cylinder compound engine. It was tested very exhaustively at the Altoona testing plant. The results of the tests showed a very steady steam consumption per indicated h.p. hr., varying very little with the load. The overall efficiency of the locomotive, including feed-water heater, fluctuated between 5.6 and 7.8 percent. The locomotive was recently donated to the Franklin Institute of Philadelphia for permanent exhibition.

The Gresley High-Pressure Locomotive

As it was stated, the above-mentioned boilers (Brotan, McClellon, Emerson, Muhlfeld) represent a combination of water-tube fire box and a firetube cylindrical shell of the conventional locomotive. In 1929 a four-cylinder compound locomotive was built in England, by and for the London-North Eastern Railway, to the design of N. Gresley, Chief Mechanical Engineer of the Railway. It has a 100 percent water-tube boiler of the marine type, carrying a pressure of 450 pounds per sq. in. The locomotive has been in service for more than five years, and while the description and some data have been published, service results are nevertheless lacking.

Schmidt High-Pressure Locomotives

At the time when J. E. Muhlfeld was developing his high-pressure water-tube fire box, the German Schmidt Superheater Company was conducting tests with pressures of 835 lbs. per sq. in. in application to multi-cylinder compound reciprocating engines with different combinations of interstage heating.

As a result of the tests, a new type of high-pressure boiler for locomotives was developed and built for a 4-6-0 high-pressure locomotive of the German State Railways. There are two fundamental principles embodied in the boiler; first, the principle of two working pressures, a high and a low pressure, and, second, the principle of indirect evaporation, which eliminates the formation of scale.

The locomotive was completed in 1925 and since then was in intermittent experimental and regular service until some three years ago. Very elaborate tests made in Germany in 1927-1928 showed a minimum coal consumption per drawbar horsepower hour of 2.20 lbs., this corresponding to 8.9 percent overall efficiency. Four more locomotives of this type, with modifications to suit the size of the engines and local conditions, were built in Europe and America. Only one of the five locomotives, the Canadian Pacific No. 8000, which is the only oil-burning locomotive of the group (the other four being coal-burners), has had less trouble than the others. However, no conclusive data have been received so far from this locomotive.

Loeffler Locomotive

Another noteworthy high-pressure development is the Loeffler locomotive built in 1930 by the Schwartzkopff Locomotive Works of Berlin for the German State Railways. This locomotive makes use of a few principles; first, the generation of high-pressure steam of 1700 lbs. per sq. in. is obtained by pumping steam from a high-pressure drum through fire box tubes, where it is superheated, into water in the original drum, where the water is evaporated; and so on in a continuous circle; second, the 1700 lb. pressure, after it has worked in the two outside high-pressure cylinders of a three-cylinder compound engine, is condensed in a heat exchanger, where the rejected heat evaporates steam of a pressure of about 250 lbs. This steam works in one middle low-pressure cylinder of the compound engine. The condensate returns to the high-pressure drum; thus the high-pressure system (drum, fire box tubes, pumps) is always filled with the same substance in a continuous circuit and can, therefore, be kept free from scale. The locomotive is equipped with an economizer, feed water heater, high and low-pressure superheaters, an air preheater, and notwithstanding the multitude of appliances, including the two steam circulating pumps, is very compact and does not look cumbersome.

The locomotive was in experimental service for about two years. The economy in fuel was fairly high, about 30 percent, corresponding to an overall efficiency of 12.6 percent; nevertheless, it was never placed in regular service.

Swiss High-Pressure Locomotive

Another attempt was made by the Swiss Locomotive Works, which built a 1000 hp. locomotive carrying one pressure of 853 lbs. per sq. in. The engine was a nicely designed independent unit consisting of three uniflow cylinders working on a crankshaft, geared to a jack-shaft connected to the driving wheels. The locomotive was tested in Switzerland, Austria and France, and has not proved to be a success.

Recent Reichsbahn Moderate Pressure Experiments

After all these high-pressure attempts, the German State Railways reverted to the

conventional stayed fire box boiler, but raised the pressure to 25 atm. (356 lbs. per sq. in.) and to 20 atm. (285 lbs. per sq. in.) in eight experimental locomotives, where different alloy steels were used in the boiler, and different combinations of cylinders in the steam engines. These engines seem to be giving satisfaction, especially those of the lower pressure – 285 lbs. per sq. in.

Condensing Locomotives

Having finished the review of the high-pressure development, we shall consider now the attempts made along the second way of increasing the efficiency of the engine cycle, namely, by the steam into a vacuum condenser. The application of a condenser to a reciprocating engine is impracticable in view of the large size of the low-pressure cylinder and, therefore, the use of steam turbines became imperative.

Turbine Locomotive

Shortly after the end of the war three groups in Europe were busy on solving this problem and they did it in three different ways; the North British Locomotive Company of Glasgow, Scotland, (Sir Hugh Reid and Ramsay), Dr. H. Zoelly, known for his successful steam turbines, and Ljungstrom Brothers. Frederick and Birger Ljungstrom of Stockholm, Sweden, have been working since 1917 quite independently of Ramsay and Zoelly and along different lines. They developed an air-cooled condenser of a special design and built in 1921 an 1800 hp. locomotive, without any previous experience in locomotive construction. All auxiliaries and their parts were tested separately in the laboratory, and later, when the locomotive was completed, it was tested on rollers with dynamometer brakes on an improvised locomotive testing plant. Thus the proper performance of the locomotive, as a whole, and separately of its details and auxiliaries, was tried beforehand and every part was thus perfected. After four months' tests the locomotive was turned over to the Swedish State Railways, where it went at once into service without a hitch. The locomotive pulled regular trains with speeds as anticipated, the starting was smooth, the vacuum was good (between 24" and 27" of mercury column), and the average fuel consumption was about 2 lbs. of coal per drawbar hp. hr., which was considerably higher than it should have been. Nevertheless, for Swedish railroad conditions it represented some saving in fuel as compared with reciprocating locomotives, if referred to a ton-mile basis. The variation in speed of the turbine accounted partly for the high consumption of fuel per horsepower hour.

The main disadvantage of the locomotive was, of course, the complication, the high first cost, the multiplicity of parts, with the likelihood that some of them might get out of order once in a while, and the relatively low saving in fuel. Another turbine locomotive, slightly larger in power, was built for the Swedish Railways; this seemed to have done better than the first as to fuel. In 1923 a 1500 hp. turbine locomotive was built for the Argentine State Railways. The Ljungstrom Company guaranteed a saving in fuel of at least 50 percent in cold weather and 40 percent in hot weather, as compared with ordinary locomotives doing similar work. The guarantee was fulfilled, but the locomotive required so much maintenance and such lengthy repairs that as a whole it was not a success, and the expected order for duplicates never materialized.

The last Ljungstrom condensing turbine locomotive was built in 1926 by Beyer, Peacock & Co., Manchester, England. It was a 2000 hp. locomotive; it had been tested for a long time on the London, Midland & Scottish Railway; it gave seemingly good results, but was never turned over to a railway for actual operation. There were rumors sometime ago that a railroad passing through a waterless country was acquiring this locomotive for its use, but these expectations did not materialize.

Quite recently the Union Pacific Railroad placed an order with the General Electric Company, for delivery early in 1937, of the first turbine locomotive in this country, which, according to preliminary specifications, will have an atmospheric cooler for recovering water from steam and directing it back into the boiler, and electric transmission to the wheels from a generator driven by 1,500 pound pressure steam. - EDITOR

There are several reasons for the failure of the condensing turbine locomotive. The first reason is a fundamental one, namely, the turbine is inherently unsuited to work at variable speeds, and if directly coupled to the locomotive wheels, which run at different speeds, it can not be economical. The efficiency curve of a turbine has a parabolic shape with zero value at zero speed, maximum value at the optimum speed, and again zero value at some higher speed, approximately double the optimum speed. Ljungstrom and Zoelly, of course realized that; Ljungstrom even shaped his blades so as to flatten the efficiency curve as much as possible, but neither of them evidently did realize the extent to which the speed on a railroad varies. Sometimes, switching work in a station with a few cars by a turbine locomotive would wipe out all the economy it might have given during the trip. Frequent stops and starts would act likewise. Ljungstrom investigated in his laboratory every detail of his turbine locomotive, but he may not have investigated the railway operation characteristics, which are not less important. His research work was the most elaborate ever done in railroad engineering, but still it was incomplete. He overlooked the fact that the reciprocating engine of the conventional locomotive is better adapted to speed variation than the turbine, and that in this adaptability lies one of the secrets of its success.

The second reason is also a fundamental one, although not as grave as the first, namely, the fact that the turbine is not reversible. This is another disadvantage of the turbine as compared with reciprocating engine. For reversing, an idle pinion must be inserted in the gear between the turbine and the jack shaft or the first driving axle. This method has been worked out very nicely by Ljungstrom, and seems to have given satisfaction, as no serious complaints have been made. It is, of course, a complication which adds weight, costs money, etc. Another method of reversing consists of a special reversing turbine which is inserted when necessary by means of a clutch; or a third method, the one used on all German turbine locomotives, is possible: the reversing turbine is set rigidly on the shaft of the forward turbine and runs with it all the time, but in vacuum when the forward turbine runs under steam, and vice versa. This scheme is less efficient, as some power is absorbed by running of the reversing turbine all the time in a rather imperfect vacuum.

Thus, the more radical and revolutionary changes in the simple construction of the steam locomotive, in the direction of the latest improvements of the stationary plant, did not accomplish much, hardly anything. Only the more modest innovations can be introduced in locomotives, and then they have to be made gradually and must be sufficiently tried out. Feed water heaters which sometimes, at full load, save as much as 16 percent of steam, and consequently water, save less at lower loads and, therefore, they are not universally used. The same is true for poppet valves, which proved their advantages in some cases and are liked on some roads abroad – this depending mainly upon the variation in load.

Reprinted from ***The Delaware and Hudson Railroad Bulletin*** *of October 1, 1936*

(To be continued in October 2002 issue)

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The Railroad Archaeologist

by ***Scott J. Whitney***

Greetings

It hardly feels as though we had a month off from the regular ***Bulletin***. However, I'm sure that our editor and publisher have enjoyed their vacation from it.

At long last

A couple of things have occurred that are somewhat notable events. First, the long-delayed delivery of former Toronto Hamilton & Buffalo steam generator car #500 to the Steamtown National Historic Site has finally happened. You may recall that this car was custom painted in a scheme best matching its former life as a New York Central tender for one of the Central's Hudson-type locomotives, number 5313. I am not sure if anyone caught it out on the road or not, but if you did, let us know.

The second item is that the final Acela trainset was delivered from the Bombardier plant in Barre, VT to the D&H at Whitehall on July 24th. This movement was made via the regular VRS/NECR/VRS routing via Bellows Falls, VT. This leaves the Barre workers without anything to do, so the plant has scaled the workforce down to just eight people.

This last Acela set may have actually been the first. How's that again? Recall, if you would, that one set of Acela equipment was sent to the FRA test track in Colorado, where it spent quite some time zipping around the big model railroad oval track. This set was not finished on the inside and thus had to return to the plant for that purpose. Also, all the modifications and upgrades had to be applied as well.

With the lack of business at the Barre plant of Bombardier, I have been wondering if they may choose to relocate the entire works to the Plattsburgh plant. Perhaps the plant switcher, ex-D&H 3050, may make it closer to home rails.

Coal country

Vacation this year has come and gone for me. For the most part it was a stay at home and vegetate affair, to just unwind. However, there was a five-day period where my plans were to head toward Scranton, PA and partake of Delaware-Lackawanna grain trains and antique Alco's.

We did indeed arrive in that city on Saturday, and found that we needed to acquire a motel room much further south, at Wilkes-Barre, for just the first night. While driving around Wilkes-Barre, we did happen to find the old CNJ station and the former D&H main. Located right between the two is an immense junkyard of old Reading "blueliner" electric M-U cars. Some, no, make that *ALL* of them are not worth squat. They are the biggest pile of rubbish I have seen in quite a while. I'm not sure how many actual coaches are there, but it must be around twenty or more. From what I was told, they were supposed to have become part of a custom-built motel. I must agree, they are motels, all right...roach motels!

The really sad part here is that the bodies of these cars are virtual duplicates of the Jersey Central 1300-series cars that we use on Vermont Rail System out of Bellows Falls. The bad part was that I couldn't seem to find anything that was worth saving. Most of the good stuff had already been robbed.

The next day, Sunday, we were full of anticipation on a couple of counts. One was that we had hoped to catch a grain train off the D&H heading into the Poconos. After all, they had done it every Sunday for the previous eight weeks, right? If you have already guessed that we got skunked, you are correct. No grain move at all. Well, there's always the 1100 Steamtown train we can catch. Uh...nope. We waited and waited and...hmmm...no train, what's up with that? Even the D-L signal maintainer was there, waiting and was wondering too. He made a call, only to find out that Steamtown does not run at 1100 on Sundays. Strike two!

OK, barring that, we decided to find the Lackawanna Coal Mine tour. That was much easier once we knew where it was. Don't ever follow the signs! They take you the long way around for sure.

The Lackawanna Coal Mine tour is the best six bucks you'll ever spend. You get to ride down into the mine in one of the cable-hauled crew cars. It's down, down, down a 1250-foot slope to the level where the tour takes place, 250 feet below ground level. It's a refreshing 50° down there all year round, which really felt great after the 90+° outside. Our tour guide was a former miner, and did a fantastic job of explaining the inner working of a coal mine to our group. One thing was certain: it was not a place I would ever choose to work.

Sadly, the tour took longer than expected, and we did not make it out to catch the 1400 Steamtown trip either. We instead opted to ride the restored trolley service on the Lackawanna & Wyoming Valley (Laurel Line) route. This operation is quite impressive, as it takes place on an active freight branch of the D-L. At the time we rode, the overhead wire stopped just short of the mile-long Crown Avenue tunnel. When we first visited the site, it was a bit tattered looking, but now it is a pleasure to behold. Service through the tunnel is expected to commence on Labor Day, shortly after you read this.

Monday was a bit better, as we found one of the D-L's former D&H RS3's burbling outside the line's Scranton shop. We inquired with the person in charge about the day's operations, and were shocked to hear that, aside from an afternoon run to Carbondale, the only other thing running was the S6 switcher up on the old Laurel Line.

Now that was a real treat! You haven't lived until you have seen an Alco S6 belching out sun-obscuring clouds of black smoke.

We then drove back toward the main yard in Scranton when it became apparent that the fellow at the shop was wrong and that indeed what we were hoping for was about to happen: a run over the Poconos to Portland, PA by the D-L's bigger Alco's, including the last surviving Alco C636 in the U.S. We had a great time following the consist east as far as Cresco, PA on a route that was 40 mph for freight. Not bad for a short line!

One interesting thing we heard before heading west was that the D-L's Laurel Line switch crew reported to their dispatcher that someone had been busy in the night chiseling off the newly applied heavy copper rail bonds for the trolley operation. I have a feeling that there is going to be an on-going battle between the county and the "midnight scrap merchants" from now on.

Later in the day we were fortunate to catch a meet between D&H trains down at DuPont, where the lines to Harrisburg and Allentown split. One thing I can state for the record: it takes a real historian to be able to untangle all of the different railroads in the Scranton area and be able to tell you what they were for, where they went, who owned them originally and who owns them now. There are just too many active, inactive and totally abandoned routes in that valley to make sense of for the average railfan.

Today you have numerous operators, but I can't imagine what it must have been like back in the days when you had all these: Central New Jersey, Erie, Lackawanna, Delaware & Hudson, New York Ontario & Western, Lackawanna & Wyoming Valley, and Lehigh Valley. Try as

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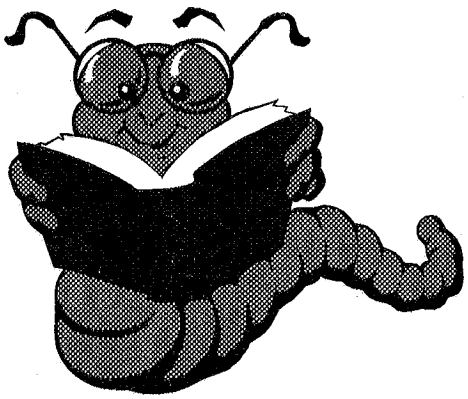


Media in Review

Video Review by Doug Barron

"The D&H in 2002 - Mohawk to Binghamton"; by Big E Productions, P.O. Box 75, Greenland, NH, 03840; $25.95 plus $5 shipping.

A new video that has just been released will be of great interest to D&H fans. This 60 minute tape, from Big E Productions is in full color with sound. It was filmed over four days in April 2002, and shows a number of trains with engines from CP Rail, SL&H, Soo, Norfolk Southern, and some former Conrail units now working for NS. One train even has an engine from the Southern Pacific.

Complete trains are shown and all trains are identified by their symbol and destinations.

The video was filmed at Mohawk Yard, Schenectady, Cobleskill, Oneonta, Otego, Unadilla, Bainbridge, Harpursville Trestle, both portals at Tunnel, and the Binghamton Yard (shot from a highway overpass).

A commentary tells us about the history of the D&H, the route between Mohawk Yard and Binghamton, as well as current operations. I found only two mistakes in the commentary. In the start of the video a route map is shown; the line between Kenwood Yard in Albany and the town of Delanson by way of Voorheesville is referred to as the Colonie Main, instead of the Albany Main (Albany & Susquehanna). Later during the video, this mistake is corrected. The other mistake was in the history of the D&H Canal Co., which was started in 1823 not 1825.

These are very minor errors on a really good tape, which shows what the D&H is like today.

*From **Steve Wagner**:*

The July issue of Railpace includes a photo by **Jack Wright** of ex-Morristown & Erie 4-axle Alco Century #431 leading Bath & Hammondsport S1 #5 on the B&H. Vince Reh has a shot of the same locomotive that powered the BLHS excursion on the Upper Hudson River Railroad on May 18, Delaware-Lackawanna's ex-D&H RS36 5019, with a train of spectators watching the White Water Derby May 5.

Other Alco's appearing in the magazine include Maryland & Delaware RS3m's ("Dewitt geeps"), a New Jersey Zinc S2, a Norfolk & Western T6 switcher on the West Virginia Central, and a Winnipesaukee Scenic S1.

For the same issue, **Gary Schermerhorn** snapped a very congested Mohawk Yard and Guilford freight at Charlemont, MA. Among other photos of interest are a Soo Line engine at South Philadelphia and CP 9011, a "red barn" SD40-2F at Selkirk, shot by John Ireland.

The August Railpace has shots of Delaware-Lackawanna 4021 (the former D&H RS3 of the same number) in Scranton, wearing its traditional black with yellow end stripes and lettering. Also included was D&H 5017 in blue, gray and yellow lightning stripes, working for the Catskill Rail Ride. The back cover has a beautiful scene of a fisherman at Schaghticoke, NY, as a Guilford train passes by on a low bridge, caught by **Jim Shaughnessy**.

The thirteen black and white photos in the Boston & Maine Railroad Historical Society's 2002 calendar include pix of three B&M locos now under restoration: 0-6-0 410 (on static display in Lowell), 4-6-2 3713 (being restored for service at Steamtown in Scranton) and the "Tin Fish", aka the "Flying Yankee" (being rebuilt in **Scott Whitney's** home territory, Claremont, NH). The 2003 calendar has a shot of RDC2 6211, now on display at Bedford, MA (and produced by Life-Like as a Proto 1000 HO model), plus one of 2-6-0 1455, long displayed at Edaville and now in Danbury, CT.

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

RR Archaeologist from page 29

we might, we still can't find a decent map that shows ALL the routes with the names in the right places.

The voyage home

Isn't that the name of a movie? Beam me up! Anyway, we departed Scranton on the morning of July 23rd (just as the errant boiler car was arriving at Taylor, unbeknownst to us), and made our way to Binghamton, where the trains were a bit more plentiful. We caught four or five jobs there before we struck out for our intended overnight stay at the Best Western in Amsterdam, NY.

When we got there, it was evident that money was no object ($80 including tax for a double, even with AAA discount), as this hotel had an excellent view of the main line from the fifth floor. That was what we asked for and that's what we got. Remember: rooms 514 and up, even numbers only.

There is one thing you need to be prepared for in visiting Amsterdam...TRAINS! Lots of them, and fast too! We arrived at 1530, and by the time we crossed the Hudson River eastward at Troy the next day at 1500 we had seen 35 trains, heard 16 more on the scanner that we didn't catch, and confirmed the existence of about 12 more that we knew ran. That's a lot of action in a small area!

For the average fan who doesn't know where to go, the best place to just sit and chew the fat with other fans is the station for Amsterdam, which is about a mile west of downtown, at a location called Guy Park. We even met one of our own there, in the form of **Len Kilian**. Yes, we did chew the fat and the bugs did chew my legs (mental note: long pants next time) and we caught plenty of trains there before turning in for the evening. Also of note is that the Best Western has a dining room with reasonable prices (prime rib $10.95), an indoor pool with a view of the tracks, a lounge (with pool tables), an exercise room, and a game room. Therefore, you have no excuse for not taking the wife and kids with you too. Yeah, suuuure...

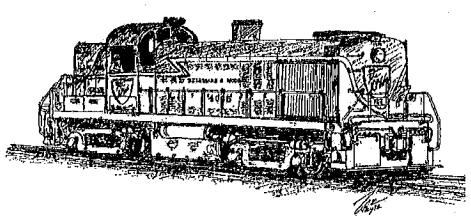
South Schenectady rail scanner

So, what was it that made us want to go to Amsterdam? Recently, I saw a note on the web about the rail scanner audio feed provided by the Greater Capital District Railfan Association. It mentioned having had Vermont Rail system added to the list of channels being scanned. For those that don't know what I'm referring to, there is a site on the web that you can set your Windows Media Player to (NOT your web browser): http://24.194.101.225 This is done by opening Media Player, clicking on "FILE", then clicking on "OPEN URL", typing in the above address, and then clicking the OK button.

What you will then hear are transmissions from CSX, Amtrak, CP/DH, GRS and VRS. After a while, you will get to be able to tell which is which, and then have a real blast listening to all the action. Best of all, you can also hear five different talking defect detectors and trains responding to a sixth. Action is seemingly nonstop and around the clock.

See you trackside!!

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



Curmudgeon's Corner

by ***Jim Bachorz***

(the_real_curmudgeon@yahoo.com)

Dedicated to the proposition that some people seem to feel the need to stick their nose into things, thereby gumming up the wheels of progress...

And now for a few words...

I'm turning this column over this month to someone who, as I found out on the trip, can make my curmudgeon moniker seem like the whimper of a wee bird: **Stewart Milstein**, the co-pilot for Unconvention 2002. Take it away, Sir Stewart:

June 10th – Albany, NY (end point)

I took Amtrak to Albany, from whence the journey was to begin. As we loaded the Land Rover this evening, I was surprised to see Jim loading a tripod into the cargo space. I did not realize it then, but I was going to see a different side of this self-proclaimed curmudgeon.

The trip had been planned to take full advantage of the longer periods of daylight. We did not fully realize that state highway authorities, as well as the railroads, were also going to take full advantage of these sunlit hours to do road...and rail...maintenance work.

June 11th – Saginaw, MI

Today we drove 588 miles west across NY State, Canada, and MI on our way to Montana.

JB adds: A travel day, much of it in rain, but including a nasty day getting back into the states after a cross-Ontario run.

June 12th – Duluth, MN

We drove all day, 635 miles, through rain and overcast. It was difficult to tell either the direction of travel or the time of day because the sky was so overcast. Just to the east of Duluth, tent caterpillars (locally termed "army worms") were crossing the road, literally by the hundreds. This local infestation was so heavy that the road surface, traveled by 18-wheelers and a road crew steamroller, was stained brown by their crushed bodies.

Are pasties an Upper Peninsula thing? We believe that they are pastries, but it was shocking to see a sign selling Paul Bunyan pasties. And, did you know that Gulliver, MI is the home of the store advertising itself as "Birdbath and Beyond"?

JB notes: I later found out that "pasties" (in the Upper Peninsula, at least) are not the obvious (but not *too* obvious) things associated with G-strings, but small meat pies. Still, Stew and I laughed long and well when we considered the mental image of Paul Bunyan in pasties.

June 13th – Minot, ND

We started shooting late in the afternoon, mostly CP on the Soo line to Portal. We added another 549 miles to the odometer.

JB says: It's hard to believe that the CP line from at least Fargo to Portal is totally unsignalled. We were also surprised at the size and activity of BNSF's Dilworth Yard, across from Fargo in Minnesota.

June 14th – Havre, MT

It was a day of sunshine and trains along the BNSF main. It is sad to see abandoned buildings, such as churches, homes and small businesses across North Dakota and Montana. In Vandalia, MT, there is a combination one-room schoolhouse and U.S. Post Office. Our mileage is slipping; only 512 miles today.

JB opines: I've always wanted to visit this part of America, and would go back in a heartbeat, just for the history and atmosphere. Marvelous old buildings, old time Americana spilling out into the world, almost hidden from average tourist.

June 15th – Cut Bank, MT

We spent a lot of time in Glacier National Park, which lies about an hour to the west of Cut Bank. A late spring snowstorm left the mountains covered with snow at much lower altitudes than we have ever seen before. The fields were snow covered, and there was heavy run-off. The rivers and streams in the park were churning and swirling. We photographed at several places in the park, including Bison and Marias Pass summit. Even with the stiff grades in the park, the high horsepower BNSF locomotives mean that we do not have a lot of time to set up at various locations. The park was so pretty it was hard to leave it behind, but we will make another swing through it tomorrow. We did 463 miles today, but a lot of it was backtracking as we moved from one photo spot to another.

JB adds: A wonderful railfan area, and the view to the west from the motel in Cut Bank was memorable.

June 16th – Missoula, MT

After Glacier, we went to Paradise (MT) and beyond. After we checked in early at our motel in Missoula and gassed up, the scanner picked up a westbound BNSF running on the MRL. We were looking for semaphores (and found them) as we headed west and overtook a 106-car unit grain train. The chase was on, as we did a total 130 miles to get ahead of the train, take pictures, run ahead to take more pictures, and more. Some unusually inconsiderate bikers slowed us, as did as woman who decided that the time to consult her DeLorme Atlas for directions was right at the stop sign at the crossroads. She started a right turn, and then decided to go left. By that time, though, we had already cut inside her left turn, and the chase resumed.

After a few miles, we realized that she was chasing us (unsuccessfully) as we were trying to get ahead of the train; eventually, she turned off. Another 495 miles were added to the trip.

We followed, crossed, and re-crossed the Clark Fork River several times as we followed the train. The Clark Fork flows through some splendid scenery. It would be nice to get on a raft and float down the river, photographing the trains as they pass overhead on the bridges.

JB: Stew, the Clark Fork river virtually screams, "Trout!!!"

June 17th – Billings, MT

The MRL is a difficult line to photograph. They have some great photo locations, but the traffic is spotty. MofW killed Mullan Pass, and clouds made Toston unusable. We did get some shots as a result of backtracking once we spotted a train.

Livingston Rebuild Center was chock full of BN green units, as well as MRL units in various paint schemes. The Rover demonstrated its off-road capabilities at Toston and Mullan Pass. I did not realize that today's off-road railfanning was a harbinger of things to come.

JB grumps: Harbinger, hell. It was a blackbird I hit.

June 18th – Casper, WY

Weather and MoW killed our Powder River line shooting today. We were going to shoot Black Thunder Mine (the largest coal mine in the Western Hemisphere, featuring two loadouts running at once) when we were asked to leave the area so they could blast. We did and they did.

I've determined that Montana has three less than desirable characteristics:

- Roadside crosses to mark fatalities. The tragedy is the number of multiple cross accident sites we noted.
- Discarded farm machinery, cars, and building equipment. These were not scrap yards, but certainly looked that way.
- Casinos in every town. It gives a truly tacky appearance.

JB clarifies: Still, we did get a look into the Antelope Mine, and seeing how thick the coal seams are, and how near the surface they are, explains the normally tremendous Powder River train activity.

June 19th - Cheyenne, WY

MoW work east of Hanna as well as on Sherman Hill put a crimp on the day's activities. The road through the Shirley Basin area was, as Jim promised, more than a bit desolate. The scenery was nice, but the cars and buildings were very sparse.

We photographed seemingly every westbound that passed through Rock River, WY this morning. Rock River is a small town, with six north-south streets and four east-west streets. It is a good place to shoot, no matter what time of the day.

The Rover needed a temporary patch on the exhaust system. The curmudgeon managed to find the only Midas dealer in Cheyenne, WY. The owner was a Brit; he owned two Rovers, and knew exactly what we needed. The patch would last the entire trip.

JB pronounces: Just a little backwoods applied knowledge and a little "pulling it out of my a..." luck. In other words, nothing special.

June 20th - Alliance, NE

What a day! We railfanned for almost 12 hours. Even though the Weather Channel called for thunderstorms and golf ball sized hail where we planned to take pictures, we went anyway. The WC was very mistaken in its forecast.

This was the second time I have driven from Cheyenne to Chugwater, and this time I finally saw a train. Actually, it was just a light engine move. We continued on to the daylighted tunnel at Guernsey, where the winds ripped off my lens cap. From there it was on to Lusk, Wyoming, with its redwood water tower. We spent some time at Crawford Hill, where the self-proclaimed curmudgeon and his Land Rover got a chance to play. We followed a dirt road; actually less than dirt, as it was nothing more than a series of red dots in the DeLorme. Chuckling, Jim slowed just enough to determine where he was going to drive through the "puddles". We never made it to the spot we picked at trackside, for someone had closed a cattle guard with a chain and a padlock. For a brief moment, Jim was actually thinking about driving up the cow path to the east. Gleefully, he did a u-turn, and raced back to another site to get a coal train. It was embarrassing to hear a grown man yell "Yahoo!" as he hit soft patches of sand, mud, and loose gravel. It seemed as though most of the 414 miles we did today were on unimproved roads.

From Crawford to Alliance, there were unit coal trains and an occasional switcher at various grain elevators.

JB chuckles: I think you forgot to mention that you made a wonderful cow attractor. And one *never, ever* slows down when he hits soft sand, unless he has no other option.

June 21st - Grand Island, NE

From Alliance to Sidney there was good BNSF action. From Sidney eastward, along U.S. 30 (aka UP 30) it was all UP. UP had a derailment to the east of North Platte, as well as a computer shutdown. All their trains came to a halt, so we shot them as we encountered them. When the problems were solved, we had a parade of power that lasted past sunset.

Railfanning in the heart of America in late spring and early summer is wonderful, except for the penetrating smell of fertilizer. We did 424 miles, but it seemed we were backtracking almost as often as we were going forward.

JB notes: John Bartley warned us that progress could be slow across Nebraska. As he explained, "Too many trains". Fortunately, he was right.

June 22nd - Council Bluffs, IA

It was an interesting 418 miles today. The day started with a 188-mile northwest reverse circle to shoot BNSF from Grand Island to Ainsley; then, we headed south to Elm Creek, where we rejoined U.S. 30.

Just south of Ravenna, which is northwest of Grand Island, we drove the dirt county road on the north side of the track. A road sign said, "PREPARE TO SLOW DOWN". I covered the brake pedal just as we hit a canyon disguised as a dip. It rattled the car and everything that was not tied down. Thank goodness we were both wearing seat belts.

There must be a lawn mower shortage in Nebraska. We saw many pickup trucks with unsecured lawn mowers in the cargo space. They slammed back and forth with the actions of the driver. We found California Junction, Iowa, and did some shooting there. We also found that the UP's congestion problem in western Iowa was due to the volume of trains trying to traverse the one-track bridge over the Missouri River from Iowa to Nebraska. We could have sat there all day and taken pictures, as the trains seemed to be on 10-15 minute headway.

As Jim and I were shooting on opposite sides of the crossing at California Junction, a car approached Jim and the driver started to talk to him. After the train passed, I drove across the tracks to pick Jim up. The following conversation ensued:
Jim: "You meet the strangest people at railroad crossings."
Stewart: "And we are normal?"

JB adds: Speak for yourself, sir. As for lawn mowers, it may be that no one actually owns one; maybe they are community objects, riding in pickups until you need one.

It sure was a start to feel the seat belts "kick in" in Ravenna. It was a monument to Rover toughness (and Stew's Brooklyn-bred pothole-survival prowess) that the car just crow-hopped and continued on without skipping a beat. Luckily, the air bags did not deploy.

June 23rd - Clinton, IA

An interesting episode occurred this morning. I have been catching a lot of flack, as well as hearing a lot of quacking noises, when I shoot roster shots. How quickly things can change! As we were looking for the Iowa Interstate (IAIS) yard, we happened upon some very old Katy (MKT) tanker cars in their original paint schemes. I pointed out the prohibition against shooting ducks. I also noted that these were not even ducks; they were ducklings, incapable of independent locomotion. Jim reminded me, that when he shoots such a duck, it really isn't a duck, since it is for historical purposes. If it looks like a duck...

A territorial note: when the Iowa territory was originally surveyed, the towns were placed about six miles apart. This made it interesting to shoot the trains, as we knew we could not go back through a town to shoot. To Jim's continuing consternation, the speed limit would drop from 65 to 30 for these tiny towns. We had to shoot within the six miles between towns. We did shoot several switchers and critters at various grain elevators and processing facilities, though. We could not get into the soy plant in Ralston or the Barilla Pasta plant in Ames.

We ended the day inspecting Archer-Daniels-Midland in Clinton for possible critters. Afterward, in the parking lot of the motel, we met the Midwest Regional Supervisor for farm team operations for the Detroit Tigers. We spoke for about an hour, and he invited us to the next night's ball game (one of Detroit's farm teams was playing the local team) as his guest. We declined; in retrospect, maybe we should have accepted his offer.

When it is my turn to drive, I think Jim tries his best to get me on to dirt roads. The Rover is a great railfan vehicle, but there is no joy for me in driving on dirt roads, throwing up clouds of dust, and fishtailing to a stop. I am unable to make Jim see that the road is a means to an end, not an end in and of itself. It seemed as if we did all 428 miles of driving on unimproved roads.

JB gripes: There oughta be a law against pathetic tiny burgs unnecessarily slowing traffic on a bypass road to 25 mph where there are no reasons for doing so. On the other hand, the sight of watching Stew's nose curling up at the distinctive odor of an ethanol processing plant was marvelous.

A local college professor has duly noted some things about ethanol: 1) Burning it is a net loss to the environment, because it takes 105000 BTU's or so to make a gallon of ethanol, but you get only 60000 BTU's back when you burn it. Not a net gain to the environment, but a loss. 2) Ethanol production is very heavily subsidized by the government. Ethanol-loaded gas is thus nothing more than a welfare program for ethanol producers (ADM, Cargill, Williams, etc.) and large corn farmers (i.e., corporate farms). The subsidy is so high that ethanol-loaded premium gas frequently sells for *less* than regular-grade gas. 3) If everyone in the U.S. had to convert to ethanol fuel, 99% of the total landmass in the U.S. would have to be converted to corn farms. The whole thing is a bad joke.

And yes, we should have railfanned the area for another day and gone to the baseball game. The local Tigers Class A team was playing, and we would have been a guest of, in effect a "super scout". Stew and I are both baseball fans, and we would have probably had a ball.

June 24th – Peoria, IL

Another day of sun, high heat, low humidity and trains. We shot IAIS and UP trains at the ADM facility in Clinton. We crossed the Mississippi River to Illinois, where we found a Loram Rail Grinder. I got a few roster shots from the bridge over the BNSF yard in Galesburg. From Galesburg we went southeast to Burlington, IA and the Burlington Junction Railway's three Alco C415's. We proceeded south to Ft. Madison for a few roster shots before heading to Peoria.

Jim wanted to follow the industrial tracks in Peoria to see where they went. We found a Pioneer Industrial Railway RS3 stuck in among several gons. A bit later, we happened across Peoria & Pekin Union (P&PU) 800 drilling some cars. It was not the best light, but it was an interesting locomotive. Our self-proclaimed curmudgeon referred to the P&PU unit as "cute". I could hardly believe my ears. Beneath that gruff exterior, there beats the heart of a kind and gentle person. Little did I realize what would transpire tomorrow morning.

JB clarifies: If it looks like a duck, quacks like a duck, sits there on the rails quacking, but is a rare beastie, it ain't no duck.

June 25th – Richmond, IN

With the permission of the company, we photographed the P&PU units in the P&PU yard in Creve Coeur. We followed the Illinois River south and shot a P&PU unit along with an ADM switcher. While looking for the junction of the P&PU and the UP, we found and photographed an Illinois & Midland (I&M) RS1325, an unusual model (just two built, for the Chicago, Illinois & Midland).

The whole trip long, Jim had been talking about going into an A&W drive-in for a real draft root beer. We found an A&W place in Pekin at 9:35 a.m. Jim told the young lady outside that he really wanted and needed a root beer. She said that they would not open until 10 a.m. He asked if she would please see what she could do. This self-proclaimed curmudgeon was actually charming to this young lady. He spoke softly, almost pleadingly. I said nothing, preferring to watch the scene (I also do not care for root beer). She delivered not just one, but two large root beers to the car, and refused to take money. Was she charmed, or was the sight of two older men, both in need of a shave, who said that they would go away if they could have their root beer, that caused these root beers to be produced? Jim made the first root beer disappear so quickly that the container nearly imploded. The second one lasted a bit longer. This episode was one of the highlights of a 422-mile day.

As we headed east and parallel to RailAmerica's Toledo Peoria & Western (TP&W) lines, we found and chased some of their trains. We got one at three different spots. Later in the day, we photographed two more of their trains in Watseka, IL.

JB agrees: I'd plead for draft A&W root beer on my knees, if necessary, and would have been happy to pay the girl. However, the workers inside said they couldn't figure out how to account for any money since the computers to run the registers weren't on yet. Ah, high tech at its finest!

June 26th – Altoona, PA

We drove through and reconnoitered the area around Horseshoe Curve and its environs as clouds and rain swept down on us. We did another 400 miles today but could not seem to find any trains.

JB views: The trains were there around Gallitzin and Jamestown (one of my boyhood stomping grounds), but as usual the sounds they made were quite muffled by the trees, and the trains seemed to sneak up on you.

June 27th – Brooklyn NY / Albany, NY

As we left Hollidaysburg, Jim spotted a GE45T side-rod switcher in Millennium Rail's yard. I asked permission to take pictures, and they radioed to have the engine brought to the gate. By the time Jim retrieved his camera, the engine had pulled back into the yard. We waited by the gate until the engineer saw us standing, camera in hand, waiting for another opportunity. He kindly brought the engine back to the gate and we each got a set of pictures, after which he asked, "You got all the pictures you need, kids?"

We followed U.S. 22 eastward to Harrisburg, but the dense foliage made it nigh impossible to spot much less photograph trains. As we passed the western side of Harrisburg, I said to Jim that we had not seen a single shield. Just then, a northbound NS train appeared on the Sunbury Line. This was to be our only connection with the D&H.

It was an interesting trip, with a lot of slides to be processed into my collection. Somehow it seemed to be the right finishing touch, as a heavy lightning and thunderstorm blew in and followed Jim north to Albany. I am sure that the genuine New York City pastrami sandwich that he had for dinner comforted him. I know that the self-proclaimed curmudgeon will have a comment or two to append to this piece.

JB quietly says (his head still buzzing from the rush-hour ride through Brooklyn traffic): The pastrami sandwich was wonderful, and having a quiet, if all-too-brief dinner, with Stew and his wife Dorothy was a high point of the trip. However, I somehow get the feeling that if I told Dorothy that we were to head out with Stew on another trip a few weeks later, it might have strained our (Dorothy's and mine) friendship. No offense to Stew, but Dorothy's friendship is just as important to me as is his.

By the way, Stew, now that I'm gone, will you ask her when we can head out next year? Maybe we can ship her to Phoenix on the plane this fall while we railfan our way west.

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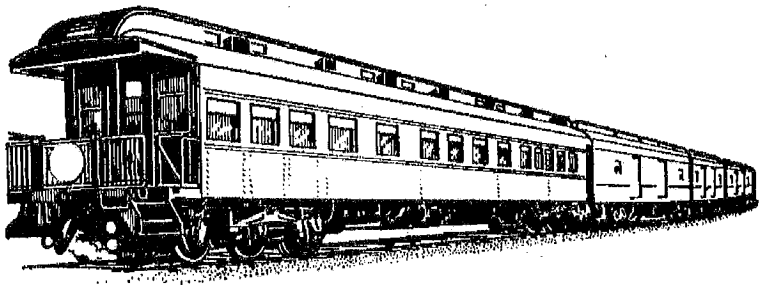

Open Platform Observations

by ***Stephen T. Wagner***

LXXXIX: Serendipity

Serendipity refers to the fortunate ability to encounter enjoyable surprises. Being open to its possibilities can enhance railfanning, as well as much of the rest of life.

Anticipating Uncle Pete?

Believe it or not, eBay can be a useful resource for research. In May someone listed for sale a copy of the Delaware & Hudson's annual report for 1953. A photograph showed that its cover bore a circular herald with the usual script-style "The D&H" in the middle, though occupying a smaller portion of the circle than usual. However, the slogan printed inside the circle's perimeter was not "The Bridge Line to New England and Canada" (or the variant with "from" as well). Instead, it was "Symbol of Dependable Transportation Service".

This is the only instance I've run across of using this particular "line". However, decades later the Union Pacific inscribed "Dependable Transportation" on the cabs of many of its locomotives.

"Coal Facts"

That's the title of a pamphlet attached to a 1928 calendar distributed by Edelman Coal Co. of Rochester, NY, which I also spotted on eBay. I was able to make out much of the text from the on-line photos, though with some difficulty.

Inside were several items about potatoes, a joke with a cartoon, and some Heating Hints. One of the latter indicated that trying to maintain a low fire in the furnace with as little coal as possible is actually a wasteful practice, because when a coal fire starts up suddenly a lot of heat goes up the chimney. Besides, "a shallow fire requires frequent attention".

"The most economical and efficient way is to carry a fairly deep fire, and bank it. Thus the fire gives a uniform, even heat, which can be easily regulated. And every bit of your coal will do its utmost to warm your home. The difference will show up in your coal bill."

How many of our members still remember how to bank a coal fire? I certainly don't.

On the back of the pamphlet is a circular orange and black "The D&H" Lackawanna Anthracite herald, with the years 1823 and 1928 beside it. Underneath is the headline, "The Mussulman Turns Toward Mecca" – above the following text:

"The lover of Shakespeare turns toward Stratford-on-Avon and the idle rich toward Monte Carlo – but when the time approaches for filling the bins with winter coal, the wise buyer turns toward D&H Lackawanna Anthracite.

"Only a worthwhile product could inspire such loyalty, only a quality coal could cause such a large number of the citizens of Rochester to turn year after year to this same economical fuel for their winter warmth and comfort. Call...TODAY and try just one ton – you, too, will return for more.

EDELMAN COAL CO.

D&H Lackawanna Anthracite Makes Warm Friends"

Detective work on the computer

Using Google, I found the Edelman firm's address as of 1922: 88 Portland Street. A map program showed me that it was northeast of downtown Rochester, as was a coal yard with a big D&H sign that I spotted from the *Lake Shore Limited* a few years ago. This may help one of my brothers, who now lives south of the snowiest large city in North America, to find and photograph it for me – assuming that it's still standing.

The D&H on railroad.net

After being "down" for weeks, this Internet site resumed operations in May, requiring readers to register before they could post questions or comments. Unfortunately, the site has been nonfunctional several times since its reopening.

Even though it's listed among the "Fallen Flags", the Delaware & Hudson forum has allowed the sharing of useful information on our favorite railroad's past and present. Topics have included the Binghamton-Sayre trains providing interchange with the Lehigh Valley, the kinds of coal burned by D&H steam locos and current maintenance and upgrade projects. **Rick Shivik**, Gordon Davids and Gardiner Cross, among others, have made notable contributions to the discussions.

Regarding locomotive coal, I was able to post data from a copy of a January 1, 1943 D&H locomotive classification book. A BLHS member kindly sent it to me some time ago; unfortunately, I've misplaced his name. The surprising thing is that there's no simple rule as to which locos burned anthracite and which bituminous. Even some double cab (Camelback) 2-8-0's used soft coal. The Challengers and Northerners all burned bituminous, as did all the surviving switchers; all the remaining 4-4-0's burned anthracite. The steamers of every other wheel arrangement were divided.

Foggy D&H ad

I recently acquired a print of an advertisement evidently designed to run in *Railroad Age* and/or another trade publication in or around 1950. It features one of Howard Fogg's watercolors of a Delaware & Hudson road switcher pulling the *Laurentian*. In this version the loco is the 4036 and all of the cars except for the stainless steel New York Central parlor-lounge-observation sport the "World's Fair" paint scheme.

The text:

D&H Cuts Expenses, Increases Tonnages With All-Purpose Alco-GE Road Switchers

With Alco-GE diesel-electrics, the Delaware & Hudson Railroad on its Binghamton-to-Mechanicville "bridge" route has:

Cut operating costs by 60 cents per thousand gross ton miles.

Hauled up to 32% more tonnage per train while maintaining previous schedules and eliminating helper service.

From the crack New York-to-Montreal passenger train, *The Laurentian*, to heavy-duty ore runs and fast merchandise traffic, the D&H has found the dependable Alco-GE diesel-electric road switchers to be the answer to its motive power problems.

Using Alco-GE motive power, the D&H has been dieselizing more and more of its 23 symbol freights – each operating daily on passenger train schedules – in its spirited bid to win more traffic to the rails.

AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

Unfortunately, the "box" containing this "copy" overlaps a small part of the locomotive. At least it has rounded corners to match the RS's styling!

No more arrrrgh!

Thanks to reader **E.J. Ross**, I was able to buy a copy of **Tony Steele's** 1973 map of the Delaware & Hudson.

Cape Cod cabeese

A four-day, three-night vacation with my wife just before the official beginning of summer enabled me to do a little railfan-

ning on Cape Cod for the first time in years.

I confirmed that two former Delaware & Hudson cabooses are still in West Barnstable, apparently in reasonably good shape. Both are wood. D&H 35819, with a center cupola, evidently is used for storage by the Cape Cod Stencil Company. Sadly, its beautiful lettering job replicating the real thing from the 1950's and 1960's has been painted over. An end-cupola caboose belongs to the Cape Cod Model Railroad Club, which has a layout in an adjacent New Haven baggage car. It has no lettering, and I can't find any trace of its number.

At the Chatham Railroad Museum near the Cape's "elbow", New York Central 18452, a wood caboose with the low cupola typical of the NYC, built in 1910, has been beautifully restored. Visitors can go inside it and some typical furnishings as well as photos of the restoration work in progress. The museum is a fine old depot from the New Haven's branch linking Chatham with Harwich, which lasted only from 1887 to 1937.

The "Lil Caboose Old Fashioned Ice Cream Shop" in the Bass River section of Yarmouth still comprises a bright red and black Grafton & Upton crummy of obviously New York Central origin as well as the adjacent building. I think it's still on its trucks, but they're hidden from view.

Taking out the trash

Returning from an expedition to Gray's Beach in Yarmouth, I turned south onto Willow Road, only to come upon a train waiting to cross the road. It turned out to be a trash train. The locomotive was Bay Colony 1702, labeled as a GP9R and wearing the line's gray livery with yellow and orange stripes and a white seagull in front of an orange sun. Its train included one longish flatcar (AWWX(?) 20293) with trash containers and eight home road boxcars rebuilt for trash service. They had no doors, and their roofs were removable, with lifting "eyes". They were all gray and somewhat bedraggled, but still emblazoned with the line's name and the gull and sun herald; seven had BCLR reporting marks and the other SGLR.

Once I'd returned home, the railroad's excellent web site, baycolonyrr.com, informed me that trash trains from Yarmouth and Falmouth are consolidated each day near the Cape Cod Canal. The resulting train is then pulled over the Buzzard's Bay lift bridge to the mainland and on to Rochester – MA, not MI, MN or NY – where the cars are emptied by a rotary dumper, two at a time, at an energy generating plant.

This seems to be the Bay Colony's only remaining regular freight business on the Cape. The track has been cut back from South Dennis to somewhere in Yarmouth.

In the 1980's the Bay Colony used two Alco S4 switchers originally built for the Delaware & Hudson, but one has been scrapped and the other is "in permanent storage, not in service". Too bad, because they must have looked striking in silver with the yellow and orange stripes.

Cape Cod Central

The Triple C is the third operator to run tourist trains between Hyannis and the Cape Cod Canal. The Cape Cod & Hyannis was the first, from 1982 to 1988; it quit after losing a substantial state subsidy for service between Braintree (the end of the T's Red Line south of Boston) and the Cape. The Cape Cod Railroad took over in 1989 and continued until 1997, ending its operations amid controversy over alleged illegal dumping of wastes. It was notable for a set of "F10" locos painted in an orange and black livery reminiscent of the Great Northern's orange and Pullman green Empire Builder. The Cape Cod Central's first year of service was 1999.

Having ridden the route under the first two operators, I didn't seek my wife's blessing for riding the train this time. But I did want to see one of the trains in operation. I succeeded, on the third try: I got a quick look at a Scenic train – i.e., one without full meal service – consisting of three coaches with a chopped-nose GP9 on each end. (The line's fine web site, capetrain.com, informed me afterwards that the geeps were from the Atlanta & St. Andrew's Bay, which had chopped their short hoods; the CCC chopped them some more.) Locos and cars were painted a handsome wine red reminiscent of the classic Canadian Pacific livery. That's somewhat ironic, because three of the line's four dining cars are ex-Canadian National coaches! (The special lounge car "Cape Codder" came from the Illinois Central, the kitchen car from the Burlington, and the coaches from the Long Island.)

I saw a particularly appealing locomotive in the yard north of the depot in Hyannis: an RS3 that had obviously been repowered with an EMD diesel, producing a hump in its long hood. Its short hood had also been lowered. This odd engine had started out on the New York Central and then worked for the Penn Central, Amtrak (which did the repowering), the Shore Line (presumably East of New Haven), the Connecticut Central and the Providence & Worcester. The Cape Cod Central paint job is especially good looking, because the lettering and the narrow stripes outlining the black stripe are gold, not yellow.

The meals, even on the Luncheon and Family Supper trains, let alone the Dinner Trains, strike me as rather expensive. But if we do get back to the Cape this year, I hope to ride one of the Scenic runs.

Conway Scenic revisited

A second short vacation allowed me to do a little railfanning in New Hampshire. I hoped to get to the Russian-style depot at North Conway by the scheduled 11 a.m. departure of the "Notch Train" for Crawford's and Fabyans. I particularly wanted to see a dome car that the line's flyer indicated is used on that run. We arrived ten minutes too late to see the train, but the dome car was right there. Apparently the CSRR shop forces haven't finished their work on the interior. The exterior, predictably, is beautiful. The car was built for the Empire Builder and later ran in Amtrak, Alaska Railroad and Cape Cod Railroad trains.

Ex-Delaware & Hudson wooden combine 102, which was the Conway Scenic's very first piece of rolling stock, looked no worse than when I last saw it. One side still needs more work, and the roof isn't finished. The car was first built in 1904 and rebuilt by the D&H in 1927, which is probably when it got its low arch roof. The CSRR named it "Cathedral Ledge" after a cliff just outside North Conway.

Loco assignments

The next new HO locomotive from Atlas Model Railroad Company will represent the Fairbanks-Morse H15-44 or early version H16-44. The D&H didn't have any, but the B&O, New Haven, NYC and PRR, among others, did. (The Pennsy was notorious for rostering nearly every kind of diesel-electric made, and the Central and B&O also had quite a variety of power.)

That raises the question of where on these far-flung systems these somewhat unusual locos were assigned. (All or nearly all of the PRR switchers in the Philadelphia area were Baldwins; the F-M switchers with cab overhangs like those of steam locos stayed in Cincinnati. The NYC was known to keep its Alco's in the East.) Photos at George Elwood's web site show NYC engines at Kingston, Albany and Cleveland.

The Delaware & Hudson was a small enough road that its loco assignment practices were rather simple. That was especially true before 1961, when all of its diesels fit into one of three categories: road switchers with steam generators (for passenger service), other road switchers (for freight), and switchers (for switching and some mine and transfer runs).

Like the D&H, the B&M apparently chose to use its newest power on its longest hauls. Those emphatically included the through freights interchanged with the D&H at Mechanicville. So they rated FT's during World War II and the immediate

postwar years, and Bluebird GP9's from 1957 for at least another decade.

Early morning Intermodals

On Saturday, June 1 I got myself to Ayer by 5:55 a.m., but no train appeared until nearly an hour later. About 6:50 horns and diesel sounds heralded the approach of an eastbound, and a few minutes later Maine Central 309 and Boston & Maine 334 led a substantial intermodal train eastward and out of sight. About 7:02 the whole train started backing through the east leg of the wye into the Hill Yard, which is the usual procedure. That allowed me to count 51 containers, two trailers, no more than half a dozen empty spaces on the various spine cars, flatcars and well cars that made up the train. None were double-stacked.

At about 6:00 a.m. on June 29, MEC 504 and 317 backed a train with 32 trailers and 53 containers into the yard. Many of the containers were double stacked.

Given my model railroader's interest in individual freight cars, it's easy for me to prefer watching mixed freight trains rather than intermodals. But the trains that compete most obviously with long-distance truckers are very important to the railroads – and to the general public, many of whose members dislike sharing the highways with big trucks. Much the same is true of unit coal trains and unit grain trains, like the 20-car cut I saw backed into the Hill Yard about 6:22 a.m. on June 22. I have to admit that I find Tank-Train operations, which go to Vermont but not, as far as I know, Massachusetts, fascinating.

America's colorless railroads

I beg pardon for parodying the title of a great book of photos by the late Don Ball.

One of the boxcars I noticed at the Rex lumber unloading track in West Cambridge in May was a "well worn" blue one with new repainted reporting marks AECR. That turned out to be the Albany Eastern Railroad Company, a fairly new short line operating trackage including some that belonged to International Paper's Longview, Portland and Northern. The LP&N had conspicuous orange boxcars lettered in blue with the road name, a red heart and "We Love Oregon".

Another recent visitor was a plain red high-cube boxcar with new TR marks that belong to Tomahawk Railway. That's the latest incarnation of Wisconsin's Marinette, Tomahawk & Western, which I think used to have bright green boxcars with brown and white heralds. Yet another slapdash-looking repaint was an orange boxcar with no name but AN initials. The Apalachicola Northern, serving Florida paper mills, used to have beautiful yellow cars with blue road name and striking blue and silver "Port St. Joe Route" heralds.

It's too bad that good looking paint jobs that advertise their owners or lessors and also the railroad industry in general seem to have gone out of fashion.

Bye-bye, Budds

The last time I was in my hometown of Philadelphia, I remarked to a car rental agent that I was impressed with all the new construction in the University City area but that I'd feel better if some of the new buildings were places where people actually make something. He agreed, saying that about the only manufacturing plant left in town was Budd's. I told him my grandfather, his cousin and two of my uncles had worked there. (I think I've written in this space before about my Uncle Johnny's having crawled underneath a Zephyr-like train in the snow to shorten its sand pipe with a hacksaw.)

On July 19 the Edward G. Budd Manufacturing Co., founded in Philly in 1912, announced that it would be closing its Hunting Park Avenue factory. (The Red Lion Road plant in the city's far northeast, built for World War II production and used for railroad car production afterwards, closed years ago and its site is now a golf course.) Only about 600 people were still working there full time, and the vast majority of their auto parts output was being shipped to Michigan. The work will be shifted to Budd's facility in Detroit. Budd was bought by the German firm Thyssen some years back, and is now part of Thyssen Krupp Automotive.

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Local Wayfreight from page 15

off the rear 58 cars on the running track, and then couple the head cars onto track 8, which has now become the Kenwood job. We clock off at 0750 and comment about what an easy run this was tonight.

We stop off for breakfast on the way home, and whaadya know, breakfast at breakfast time! My wife will be off to work by the time I pull in the driveway and I'll have a quiet sleep in my own bed. You really appreciate home when you spend so much time on the road. There's nothing like your own sheets and real home cooking!

Sleep fast, Bubba, they may call us out after only 8 hours! You don't want to get caught half-stepping with your pants down around your ankles!

Special thanks to the folks in the pusher unit:

To Rob Dennis, who provided a great deal of helpful information: Lee Kuczynski; Don Scott; and a very special thanks to the crews that trust me with their true-life stories on the Delaware and Hudson *while you were sleeping*.

The parting shot

"When I die, I want to die like my grandfather, who died peacefully in his sleep, not screaming, like all the passengers in his car."

Beware: Mad Dog is out of the kennel and chasing hubcaps.

JB's rejoinder: I realize train crews *can and do* have long and irregular hours, but that applies more to lower seniority workers than long-timers. As just one lowly example, I've put in plenty of weeks – literally hundreds of them – with the same kind of long and irregular hours, with time zone changes thrown in, too. I thrived on it, and one reason was that I knew I could do it when others couldn't hack it; I'm sure the railroaders feel the same way. It was to a great extent what you did and got used to, so the challenge diminished. Still, those kinds of jobs aren't for everyone.

Yes, I understand the gripes of the train crews, but they are not in the only industry with bad hours. I've been there; granted, not in the cab, but there was plenty of pressure on me when I worked. It isn't much fun to have someone ask you, ten minutes into a job on scorched and flamed-out smoldering pile of instrumentation, when you'll have it fixed. I've slept in more motel rooms than the great majority of people will do in three lifetimes, and I can still sleep darn near anywhere at any time. Sure, I missed seeing my wife every bit as much as the train crews do, and I've had some gag-awful meals on the road. Immodium, Tums, Ibuprofen, Digel and even bandages became my good buddies. Railroading isn't the only job with long, irregular hours.

I don't regret that type of work in the least. I was performing a needed service that not everyone could handle, and I took pride in doing that job well. Just like the train crews. There are a lot of workers in other industries doing the same type of stuff, too. Pride goes a long way in handling such jobs.

With all that said, the train crews do a good job and are to be commended for their perseverance under trying circumstances. It can be a downright nasty job. Railroading can be a monetarily rewarding job after many years, too, but that is not unusual in unionized industries.

One thing we should all remember as outside observers is that it is a dangerous, unforgiving job, much like a miner or a high steel worker. What seems innocuous to us may be threatening to a railroader. Treat them and their industry with respect and you'll see a kinder side.

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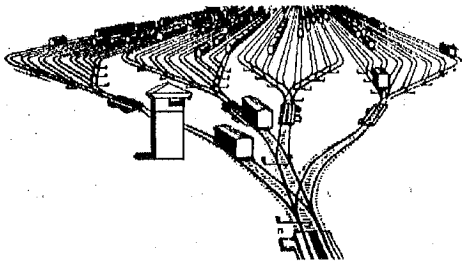

The Receiving Yard

By **Doug Barron**

Canadian Pacific Railway...has made moves to remove the D&H name from its northeastern U.S. business unit. A memo states that the D&H and any reference thereof is no longer proper radio procedure, and is to be halted by train crews and dispatchers. The former D&H dispatchers located in Minneapolis, MN, are now called CP North and CP South dispatchers.

Canadian Pacific has realized that it no longer needs to retain cab signal and LSL equipment in all thirteen SD40-2's assigned to trains that once ran from Harrisburg to Washington, DC over Conrail and Amtrak. Also, trains that run over the CSX Hudson Line from Saratoga Springs to Fresh Pond, NY, only require six locomotives in the pool, so the other seven units will have their cab signal/LSL equipment removed at the Binghamton, NY diesel house.

SD40-2's 5697 and 5698 will have ZTR "Smart Start" systems installed, allowing the locomotive to be shut down and restarted if necessary if low battery or low ambient temperature occurs.

CPR has also issued an Alternate Current familiarization package for new locomotives. A GE C44ACW and an EMD SD90MAC will be shipped to the northeast operations for crew training. CPR intends to replace the older SD40-2's with AC power, replacing three or four older units with two AC's. Reportedly, some of the first trains to see AC power will be their 100-series trains, including Toronto-Philadelphia trains 164-165 and Binghamton-Oak Island 166-167 trains. **Colebrookdale Local**

Canadian Pacific experienced another derailment...on June 18 at 5:45 a.m. on its mostly single-track Freight Main, commonly referred to as the Sunbury Main. CPR train 167-17, northbound from Oak Island, NJ to Binghamton, NY, derailed thirteen cars north of Taylor, PA near MP669.9. The derailed cars were a mix of freight and intermodal equipment. No hazardous materials were involved. Crews from R.J. Corman and Hulcher Wrecking cleaned up the derailment. Railpace web site

Canadian Pacific Railway has announced... that it will augment its current fleet of 260 Expressway car platforms with 50 additional ones and will add a full-length yard track at its Toronto terminal at a cost of about C$3.5 million.

Because of traffic growth and increased customer commitment, the railway will have 20 of the platforms on line in the fall of 2002 to increase its capacity on the Toronto-Detroit route, as well as to replace current equipment as it is cycled for service and maintenance.

The balance of 30 platforms will be delivered at the end of 2002 or early in 2003. The contract for the car order, which will be produced by converting earlier-generation intermodal cars, has yet to be assigned.

The 4,000 foot track addition at the Toronto Terminal will increase productivity by allowing a greater amount of trailer loading and unloading to be done simultaneously on Montreal and Detroit trains. Along with a Windsor, ON, terminal, opened in Dec. 2001, these capital improvements will be used to increase capacity on the Montreal-Toronto and Toronto-Detroit legs of the Expressway service.

Expressway is a highway trailer-on train service that partners with trucking companies and fleet owners to get their loaded trailers from one terminal to another while saving on tractor investments, drivers, fuel and maintenance expenses, as well as reducing time spent waiting to cross the Canada-U.S. border. The service offers two departures daily, six days a week, connecting Montreal, Toronto and Windsor/Detroit, with each train capable of carrying up to 90 non-reinforced trailers. The specialized Expressway trains are made up of articulated, five-platform cars that together form a continuous surface for fast, roll-on/roll-off loading and unloading of truck trailers. CP news release

Detroit River tunnel partnership...On July 12, 2002 it was announced that a partnership of two major Canadian enterprises is examining opportunities to reduce traffic congestion and improve Canada-U.S. trade flow between Ontario and Michigan.

Canadian Pacific Railway and Borealis Transportation, owned by the Ontario Municipal Employees Retirement System, announced that the Detroit River Tunnel Partnership (DRTP) is examining the potential for a new dedicated truck and rail corridor between Windsor and Detroit using the existing rail tunnel under the Detroit River. DRTP, which owns the existing rail tunnel and rail corridor between Highway 401 in Ontario and I75 in Michigan, will examine converting the existing tunnel's two rail tubes into a state-of-the-art truck route.

The work will also examine the development of a new rail tunnel in the same corridor to accommodate all types of modern rail cars. CP news release

Reform bill clears way for rail improvements...A New York State property assessment system that crippled rail-based business improvements may be rolled back (as of press time, the bill had not been signed). CSX, which had sought the reform, said that while only 7% of its tracks were in N.Y., 31% of its property taxes paid by the company went to that state.

CSX VP John Casellini, who led CSX's effort, also said that the high taxes were hurting economic development efforts as plants needing rail service chose to locate in other states. The legislation phases in the tax reduction over seven years, provides a 10-year exemption on newly constructed and renovated rail properties, and provides up to $70 million over 10 years to help compensate towns and school districts for lost tax revenues.

New York Governor George Pataki introduced the rail reform as part of his proposed budget three years ago. CSX is to proceed with its plan to invest $26 million in capital improvements this year.

The Governor's high-speed passenger rail program announced four years ago called for several track improvement projects, including a second track to alleviate an Amtrak bottleneck between Albany and Schenectady.

CSX refused to give the go-ahead because it realized the projects would boost its tax burden without benefiting its freight operations. **Albany Times-Union**

The Cooperstown and Charlotte Valley RR...has purchased two locomotives. The first, an Alco S4, is former CN 8181 (built in 1956); the second is an MLW S7, ex-CN 8223, built in 1957. The two switchers had been retired by CN in 1982 and sold to the International Iron & Metal in Welland, Ontario.

The engines will become 3051 and 3052, numbered after the last D&H Alco S4, 3050. The C&CV had been using an ex-New York Ontario & Western NW2, 116, which was leased from the New York Susquehanna & Western, but this unit was recalled by the NYS&W.

On July 4, the engines were picked up in Welland, Ontario for shipment to the C&CV RR.

470 Club newsletter, Canadian Railway Observations

Amtrak has listed all six...of its former New Haven FL9 locomotives for sale. The units, built by EMD in 1957, have both diesel and third-rail capability. Amtrak has also placed two CF7 1500 hp locomotives, five GP9 1750 hp locomotives, two GP7 1500 hp locomotives, and two SSB1200 locomotives for sale.

It has been reported that the Morristown & Erie will purchase all six of the FL9's. The FL9's are in operable or near operable condition. Plans are to run an excursion with two of them this fall, although nothing is firm at this time. They will be painted in a new M&E paint scheme. Railpace web site

Canadian National and CSX...have refined and improved their joint cross border service, dubbed the "Cross-Border Express" between the Province of Quebec and the U.S. through Syracuse and Massena, NY. CN now builds a train block at Taschereau Yard for Oak Island, NJ as part of its train 27. When the block arrives at CSX's Selkirk yard, it is placed directly on CSX Q620, bound for Oak Island. The refined blocking avoids the delays of humping at Selkirk yard. **Canadian Railway Observations**

National Railway Equipment...announced on June 19 that it had acquired the bankrupt VMV facilities in Paducah, Kentucky. Since its inception in 1980 as a small rebuild and repair facility, NRE has rapidly grown to be a major player in both domestic and international remanufacture, rebuild, repair, and parts supply. "Purchasing VMV bolsters NRE's already strong presence as a premier worldwide supplier of remanufactured locomotives", said NRE president Jim Fisk.

In 1927, the Paducah shops were established as a subsidiary of Illinois Central in Paducah, KY. In the days of steam, the shop was most known for the building and modification of vast numbers of IC steam engines. Following dieselization, when many Class I railroads were purchasing 2nd-generation 6-axle power, the IC chose to rebuild hundreds of 4-axle units, most notably GP7's and GP9's, of which the newest featured 1850 hp and EMD Dash 2 electrical upgrades. The orange and white IC units were notable with their unique roof paper air filter feature and "bug eye" headlights on the nose. The IC program also included over 100 EMD switchers, former Southern and UP SD24's and SD24B's, and E-units in the final days of passenger service on the IC.

The VMV facility is centrally located with direct access to the Paducah and Louisville, Railway, and connections with BNSF, Canadian National, CSX, Union Pacific, and Norfolk Southern.

Canadian Railway Observations

From June 30th through July 17th, CSX conducted a tie and surface project on its River Subdivision. Working north from West Haverstraw, NY to Cornwall, NY, CSX installed 21,000 feet of rail, 19,000 ties and surfaced 19 miles of main line.

CSX news release

Stations...CP has decided to sell its former D&H station at Rouses Point, NY, to a local historical society for $10. The Rouses Point Historical Society plans to renovate the structure and turn it into a museum showcasing the town's railroad history. Amtrak's *Adirondack* still passes this historic structure daily.

Canadian Railway Observations

On July 22 it was announced...that the Saratoga Springs, NY train station would get a $5.9 million facelift, tripling the area devoted to passengers. The station is used by Amtrak passengers, as well as housing a CP Rail maintenance facility.

Under the new plan, approximately 6,400 square feet will be dedicated to a waiting area with a coffee shop and newsstand. Construction is expected to begin in early September, with completion scheduled for fall of 2003.

The Capital District Transportation Authority will operate the facility under a 40-year lease. U.S. Rep. John Sweeney (R-44) and his predecessor, the late Rep. Gerald Solomon, are credited with obtaining $4.7 million, or 80 percent of the project's funding. The remainder will be paid for by the city, CDTA, the state Department of Transportation and CP Rail.

The announcement comes three years after official unveiled a $3.6 million renovation proposal. That plan was abandoned after local officials said they had reached an impasse, in part because of the failure of a state transportation borrowing bond act.

CP Rail also plans to install additional crossovers in the rail yard to help speed up freight traffic. That work will cost about $650,000 and be covered by CP Rail and some federal grants.

The current Saratoga Springs station was built when a gigantic track relocation project, which removed the trackage from downtown Saratoga Springs thus eliminating well over two dozen crossings and several restricting curves was completed in 1959. It replaced the downtown Saratoga Springs station, built in 1871, which was torn down. Schenectady **Daily Gazette**

U.S. Senator Chucky Schumer (D-NY) has met with Amtrak President David Gunn to help complete a lease agreement on the new Rensselaer train station with the Capital District Transportation Authority, the station's developer. A lease would clear the way for Amtrak to occupy the new $53.1 million station as soon as it is complete.

Although Amtrak and the CDTA have been negotiating the lease for more than a year, an agreement thus far has eluded them. It's not clear what is delaying the lease agreement, but Amtrak's financial problems have caused it to postpone spending on capital improvements through the end of its fiscal year. Albany **Times-Union**

Warren County's Department of Parks and Recreation has asked the Adirondack Park Agency to approve its plan to rehabilitate 40 miles of the former Delaware & Hudson Railway track from Corinth to North Creek, replacing ties, clearing brush, applying herbicide to the track bed and adding ballast.

With track improvements, which could cost around $10 million, trains would be able to travel 40 mph or faster along the route. The Saratoga Economic Development Corp. (SEDC) is moving ahead with talks with CP Rail to acquire the rest of the route from Corinth south to Saratoga Springs.

SEDC wants the track not only for passenger service but also to keep open a freight link to the International Paper plant in Corinth, which is slated to close later this year. Schenectady **Daily Gazette**

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Modeling Matters from page 20

GP38's. (That's true even if the model was of a loco without dynamic brakes.) For a free, painted replacement part send a copy of the end flap of the box the model came in to Atlas Model Railroad Company, 378 Florence Avenue, Hillside, NJ 07205.

Kato caught one

Kato has discovered a flaw in the wiring of its HO SD80/90 MAC's that can cause failure of a DCC decoder if one is installed. See katousa.com for step-by-step instructions to correct this.

Purveying Coalveyors

Atlas is producing HO and N scale models of these bathtub gondolas built by ACF in the 1980's for unit coal train service. They'll have diecast metal chassis (to add weight for proper operation), removable coal loads and AccuMate couplers. The HO gons will have fine scale wheels. The cars in both scales will come painted for Iowa Southern Utilities, Nebraska Public Power, RTPX (Wheelabrator Coal Services) and UFIX (Utility Fuels) in twelve road numbers each. Undecorated HO cars will list for $14.95, decorated ones for $18.95. N scale models will be $10.95 undec, $14.95 decorated. They're all due in October.

These cars evidently were used mostly to haul Western coal.

HO CP bathtub gons

InterMountain is producing the Canadian Pacific's equivalent car, built to an apparently unique design. Walthers expected to have it mid-July, at about $32.

continued on next page

HO CP/Soo Trinity grain cars

Late in June Athearn announced that its Genesis ready-to-run models of the Trinity 5161 cu. ft. covered hoppers that haul grain would be painted for the Canadian Pacific. The cars will be white, with a red road name and black beaver herald, Soo reporting marks - and the logo of United Sugars Corporation, a firm based in Minnesota. (So this car actually wouldn't be quite right for my CP/Soo/Milwaukee grain train.) There will be two road numbers initially, listing at $34.98. Other new road names will be Burlington Northern Santa Fe, Borax, Farmland and Norfolk Southern. These are all "ten panel side" cars.

Athearn is also producing BNSF and GATX "twelve panel" cars, the former in a twelve-pack as well as two individual road numbers.

Some of these new cars, at least, should be on the market in August.

More HO Rutland PS-1's

Member **Charlie Ricci** alerted me to a new run of InterMountain 40 ft. boxcars beautifully painted in the Rutland's yellow and green with black ends, offered by Steam Shack. It comprises nine cars with three styles of doors: 104 has 7 ft. Youngstown ("corrugated") doors; 127, 159, 168, 239, 256 and 288 have 7 ft. 5-panel doors; 345 and 376 have 8 ft. 7-panel doors. He's selling them at $35.95 each, six or more for $31.50 each, $165 for any five and $275 for all nine. For order and shipping information see steamshack.com., e-mail roger@steamshack.com, phone 802-775-2736, or write to 10 Engrem Avenue, Rutland, VT 05701. Owner Roger Dumas had the cars on hand in mid-July.

New HO SD35 liveries

Late in June Atlas announced new paint schemes for locos in the SD35 family. Low nose SD35's will be offered for Atlantic Coast Line (black with yellow stripes and lettering), Chessie System (blue/yellow/"vermilion", one road number each with B&O, C&O and WM initials, one with no initials), Conrail (blue with white graphics) and Jersey Central (green with gold). High nose units will be made for Montana Rail Link (blue and black with white) and Norfolk & Western (black and white). SDP35s (locos equipped for passenger service) are coming in Louisville & Nashville (gray and yellow) and Union Pacific (yellow and gray) liveries. Locos with two road numbers and unnumbered units will be offered for each railroad (except the Chessie); undecorated models of each type will be available. They're all due in October, listing at $139.95 each.

N&W locomotives of this type may well have run over the Delaware & Hudson.

Look for Loewy locos

Atlas announced at the NMRA national convention in July that its next new HO locomotive would be a Fairbanks-Morse H15/16-44 road switcher with the original body, as styled by famous Art Deco designer Raymond Loewy. The Delaware & Hudson didn't have any of these, but the "half-round" windows on the sides of its cab are an interesting echo of the ones on our favorite railroad's ACF-built "World's Fair" coaches. Time for some free-lancing, perhaps?

Real railroads that used this design included the AC&Y, B&O, CofG, D&RGW, Jersey Central, KCS, Katy, Lackawanna, Long Island, Monon, New Haven, New York Central, N&W, Pennsy, P&WV, Rock Island, Santa Fe, Southern and Union Pacific. Road names for the first run of the Atlas models, price and availability date are TBA.

New HO tank cars

Walthers listed two forthcoming groups of its own ready-to-run tank cars on its web site in July. One consists of 33,000 gallon liquid propane cars, most if not all in paint schemes different from those made before: BADX, CHVX, GATX (white), PLMX and UTLX (both black and white). Each will list for $21.98 ($4 more than in the earlier run); they're expected September 27.

The second batch will be 23,000 vegetable oil cars: ADM, Cargill, Corn Products, Harvest States and a green one lettered for Procor petroleum products. I haven't seen photos of the models and don't know how, if at all, they'll differ from the cars of the same capacity already produced and lettered for Procor (in both black and white) and other carriers of oil and petrochemicals. The cars will list for $19.98 each and $39.98 for a limited-run two-pack. They're due November 24. I really hope they look like one type veggie oil cars I see every time I visit Ayer, Mass.

I'm still hoping for new models of the shorter (in length) but stouter tank cars that carry corn syrup from ADM, Cargill, Staley and others to a soft drink bottler in Ayer and the Verifine fruit juice and drink plant in Littleton. The Livonia, Avon & Lakeville handles a lot of cars of that kind with its beautiful Alco locomotives for sweetener firms near Lakeville.

Other model towers

The old AHM HO kit for a rectangular wooden interlocking tower was patterned after a standard Baltimore & Ohio design. I believe the same firm's kit for a smaller square tower follows a Reading prototype. I haven't seen that kit on the market for many years, which is a shame, because it fits nicely on top of an AHM "Arlee" station, producing a structure reminiscent of the C&O's depot/tower at Quinnimont, WV. (I got that idea from a photo of a model railroad club's layout in North Carolina.)

Atlas's HO "signal tower" is a classic kit from the early 1960's, based on an article by Laurent S. Smith in the January and February 1956 Model Railroaders on scratch building a "brick and frame" tower that doesn't specify a prototype for the model. The mixed construction is somewhat unusual, as is the tower's asymmetrical plan. In recent years Atlas has also produced this model in N and O scales, with the big one having some interior details.

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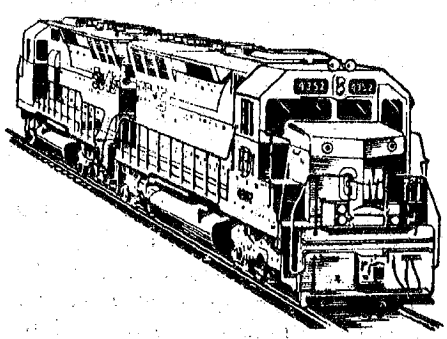

In Helper Service

(our additional volunteers)

On the railroad, helpers are those engines used to assist a train over a stiff grade, such as 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 go to: **John Collins**; friends at CP/Soo/D&H; **Jim Ford**; **Joe Klapkowski**; **Dick Kuehnemund**; **Doug Lezette**; Paul McGee; **Stewart Milstein**; **Don Morrison**; **Jon Patton**; **Jim Shaughnessy**; **Richard Stearns**; **Frank Szachacz**; and **John V. Weber**.

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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 Chris Shepherd, e-mail to CH952@bfn.org; for the Publications Office, use the_real_curmudgeon@yahoo.com.

Articles for the next issue of the ***Bulletin*** must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309; fax 518-374-3049) by noon the day before the first Saturday of the month (October 2002 issue deadline is September 6). Please submit articles on diskette, or by e-mail if possible. We strongly encourage you to support *your* organization by submitting materials for future issues; only with your help can we move forward and continue to prosper.

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

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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 $15 covers air mail cost. 3)*** Overseas issues are sent by e-mail only. U.S. First Class postage is $10/year extra; there is no postal surcharge for Sustaining Members.*

What areas of interest apply to you? _____

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

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