



Bridge Line Historical Society



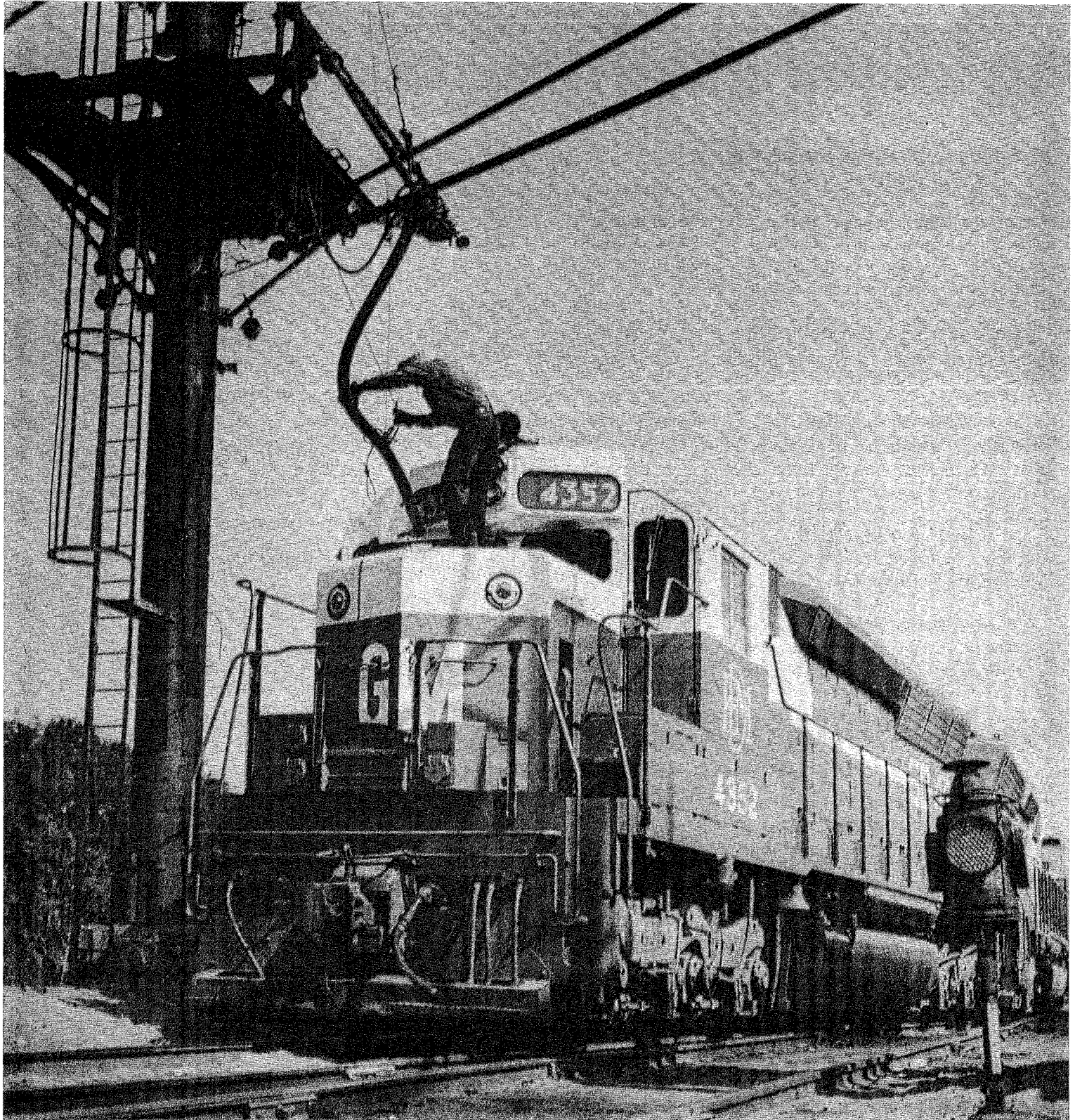
Bulletin

Volume 13, Number 7

\$2.50

July 2003

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society
October 25 - Annual Meeting and Banquet, JeRon's Restaurant, Ballston Spa, NY.

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
 bbecker@albanycc.cc for details
Aug 2 - N - 4 p.m. - Union Station, Utica
Oct 4 - Rensselaer, location TBA
Nov 22 - Schenectady, location TBA
Jan 10 - Schenectady, location TBA
Mar 6 - Schenectady; Annual Meeting.

Fonda Johnstown & Gloversville RHA
 Last Wed. of month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS
 Meetings are first Monday of month except 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.

On the cover: GM-EMD SD45 demonstrator engine 4352 (which became one of the D&H 800's) is serviced with sand at the D&H's Mechanicville Engine Terminal while being tested before purchase. September 17, 1967 photo by Jim Shaughnessy.

Utica & Mohawk Valley NRHS

uticarometrains.org

Aug ? - Annual picnic; date and location TBA.

Sep 12 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY. Program TBA.

Show Time! (other events)
 None noted at this time.

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.

CSX Police

In the same way, if you see dangerous conditions on CSX property, or need to contact CSX police for legitimate reasons, the number to call is 800-232-0144.

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)
- ☞ Tucker's Hobbies (8 Bacon Street, Warren, MA)
- ☞ Upper Hudson River Railroad (depot, North Creek, NY)



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BLHS News and Views

by Barb and Jim Bachorz

August Bulletin

As was the case last year, the August **Bulletin** will be a "white flags" issue. It will be done by President Chris Shepherd, giving your editor, publisher, and columnists the month off. See you in September.

Annual Banquet

This year's annual banquet will be held on Saturday, October 25 at JeRon's Restaurant and Banquet House in Ballston Spa, New York.

Details will be in the September issue, along with a reservation flyer.

Albany Main update (from Doug Lezette)

On May 21, 2003, the Canadian Pacific Railway, doing business as the D&H, petitioned the Surface Transportation Board to abandon the Voorheesville Running Track (also known as Albany Main) between milepost 1.8 in Albany and milepost 10.9 in Voorheesville. The railroad supported this request with dozens of documents in an attempt to prove the abandonment will not adversely affect the environment or local transportation needs.

The railroad said:

- The rails and ties would be removed; ballast and bridges would be left in place for "future transit needs".
- The abandonment would have "no effects" on local transportation systems, either rail or highway.
- Public health and safety would be improved through the elimination of all grade crossings along the line.

Several agencies weighed on the abandonment:

- Albany County views the abandonment as "an opportunity for conversion of this currently underutilized line into a viable, alternative transportation or recreational use."
- Capital District Regional Planning Commission said "the 9+ mile corridor will serve as an excellent recreational trail..."
- Capital District Transportation Committee feels the "corridor should be kept intact as an opportunity exists to create a seamless recreational trail..."

Support for saving the railroad came from only one source: Thomas Coates, chair of the Voorheesville Zoning Board of Appeals, who suggested the route be preserved for future commuter service, noting that in 1962, D&H train 208 left Albany at 4:15 p.m. and arrived Voorheesville at 4:34 p.m., an 18 minute trip compared to today's highway commute of 45 minutes. He also mentioned the \$100 million New Jersey is spending to restore a 23-mile commuter line abandoned in the 1980's.

In a public notice published in the **Times-Union** on 3/28/03, the D&H noted that "Appropriate offers of financial assistance to continue rail service can be filed with the (Surface Transportation) Board." No such offers were included in the STB filing.

However, John Riegel, of Selkirk's John W. Riegel and Sons, submitted a letter indicating, "we are very much interested in this branch". Riegel's Upper Hudson River Railroad operates a scenic train over a portion of former D&H Adirondack Branch from North Creek, NY.

No time frame for the STB's ruling was mentioned, but it was clear CP/D&H has been preparing the case for abandonment since at least March. By the way, all the documents listed the filing railroad as the "Delaware & Hudson Railway, d.b.a. Canadian Pacific Railway". Thus, the D&H name lives on, even if the east end of Albany Main will not.

Luncheon review (from Robert A. Lowe)

On Saturday, May 31, 58 BLHS members and guests, plus eight budding members, gathered for our Spring Luncheon at Brooks Bar-B-Que in Oneonta, NY. We had a full meal of delicious barbecued chicken, barbecued ribs, sliced barbecued roast beef, plus cole slaw, macaroni salad, and potato salad. The literal topping was a make-your-own ice cream sundae.

While we were disappointed with the continuing rain (remember the snow last year?) and some missed a speaker and/or program, we all certainly enjoyed the fellowship around the tables and sharing experiences about our favorite railroad (and perhaps others).

Some souls took advantage of the 2 p.m. train ride on the Cooperstown & Charlotte Valley Railroad. We made the afternoon a very pleasant one.

While we tried to get a speaker, we failed because some confused it with Memorial Day weekend, while others were unavailable. We did not realize that the building we were using had been newly outfitted with blinds, which would have made a slide program possible (and the lack of which hampered our last slide program there). Also, we are thinking of returning to Brooks' every two years, since

USPS Required Notice

The BLHS has a provisional charter from the Regents of the University of the State of New York, and has 501(c)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.

so many members mentioned how delighted they are with the location and food.

I'm under the impression that people who rode the train did not get the discount mentioned. It was only \$1 and I am sorry. Next time I'll get it in writing...BB

Taking the hook

Readers of this newsletter know we have a long-standing tradition of annual April Fool's articles, all written by various members as the mood strikes us. Almost all have run under the byline of Prof. Eno Lirpa (which is April One spelled backward).

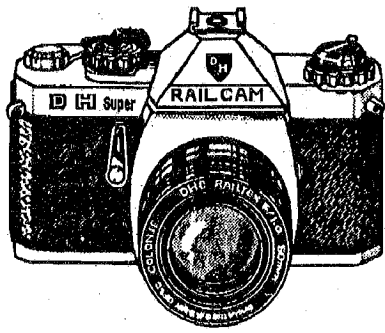
We have run drawings of paint jobs for lightning-stripe D&H SD70's, run a wonderful builder's diagram of the D&H's only Garrett-type locomotive, discovered D&H steam engines in various places around the country, described how the D&H designed the Pennsy's GG1 electric locomotive, described how the D&H shipped black market cannon from Watervliet to Montreal in pre-WW2 days, discovered the revival of big steam on a nearby railroad, and even put Turboliners in places they clearly did not go (which was the subject of this year's special).

The results have been...well, very nice indeed. We have "hailed in" many fish, including other newsletter editors, some glossy paper railroad magazines, at least one CP/D&H police officer (who grabbed his camera and headed for Colonie, only to stop short and pull over with a big grin on his face), a television station in New Jersey, and reportedly even a couple of CP Rail headquarters types. And there were, of course, some members, who we won't embarrass by mentioning here.

August publications such as the Utica & Mohawk Valley NRHS's **Tower Topics** have on occasion happily picked up and reprinted some of the articles (being careful to point out they are hoaxes), so their editors are enjoying the "hook" as much as we are.

We are delighted to report that this year's Eno Lirpa special has roped in a new crop of railroad newsletters, some of which not only picked up the article and

continued on page 4



Train Photography 101

by Ken Freeman

Hello all, I'm back again. I'm sure someone out there missed me, and I thank whomever that is.

Truth is, I really haven't had anything to write about, and I'm still breaking in my new camera bodies and lenses after the disaster of last fall. Almost everything has been replaced, again with help from some careful shopping.

The testing phase has given me a chance to again work with Kodak's T400CN black and white film. I really do like this stuff, and I'm looking forward to the chance to try some enlargements from the negatives. However, the conversion of a room in my teeny house to a darkroom is taking longer than I anticipated, due to the accumulation of about 15 years of "junkie".

One of the things I like to do is buy up black and white negatives of trains, mainly of engines and rolling stock I'm interested in doing as models some day. A friend of mine acquired a collection of negatives last winter, including a large quantity of D&H, from a well-known railfan photographer from the New York area. I picked up some really good stuff, all medium format, of C628's, a nice shot of C420 401, and one shot of a PA. There's a lot left, but my wallet was thin at the moment, so I passed on some other stuff. If anyone is interested in other D&H negatives, contact me, and I'll put you in touch with him.

Now, I'm sure some of you are wondering what to pay for black and white negatives. My answer is that it all depends. 35mm negatives tend to be lower in price than a medium format.

I did a quick survey of eBay this week, spurred on by a comment last month from Mad Dog and D&H negatives, and there were plenty. Some went for a high of \$14.50 for four 35mm's, including one of a PA; an RS3 in medium format went for \$8.39. The average was \$4.99 for medium formats, mostly 2 1/4 by 2 1/4. So there doesn't seem to be any huge feeding fren-

zy, although I do recall seeing a slide of a tugboat, C&O I think, that went for something like \$125 last fall.

And I now have one last shocking announcement. I've gone digital! Well, sort of. A friend of mine told me of an on-line computer equipment site that had digital cameras for low bucks.

Interesting name for the company, too: Computer Geeks (computergeeks.com). Sounds like a place out Illustrious Pub™ would haunt. Actually, it reminds me a lot of the old Egghead site that went out of business a couple years ago. Same sort of business model, too, specializing in close-outs, discontinued products, and factory refurbished items. That's okay with me, if the price is right.

The one I bought was a Fuji 1.3 megapixel model, not real high tech or anything, but it does have a macro setting and a 2x zoom, so closeups should be possible. I've been looking for something to use so that I can sell some of my aforementioned accumulation of junkie on eBay.

I've only had the camera two days now, so I'm still on the bottom of the learning curve. It was a factory refurbished unit, came with only an 8 mb memory stick, but they also sold extra memory for a decent price. When the dust had settled, I'd bought the camera and memory for less than \$80. The only blivet was when I opened the manual. It was printed in French! But it has a pretty good on screen menu system, all in English, so I was able, with the help of a friend, to muddle through and take my first pictures with it last night. Works pretty good, so far. We'll see how the software is this weekend.

So, that's it for this month. It's 9:25 a.m. on Friday, June 6. To all the WWII vets in the audience, I say thanks for your efforts. And the rest of you, enjoy the summer, help support our economy by buying film, and taking pictures. Just be careful where you go.

Until next time...

Dreaded publisher's retort: Your friend did not lead you astray. I've known about Computer Geeks for years; in fact, a good deal of the computer stuff we purchase (using CEIF funding) is from Computer Geeks. Other favorite sites also have strange names: Package2You, Aberdeen, HiTech Cafe, Googlegear, and C-Gate...JB

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reprinted it as "real", but also gussied it up and added comments, giving it unintended (by us) local color.

Exchange Editor Doug Barron has been working overtime, writing letters to those publications we "suckered", pointed out to them what should have been obvious: they were "had".

So will we do it again next year and run the chance of embarrassing others? Yes!!!

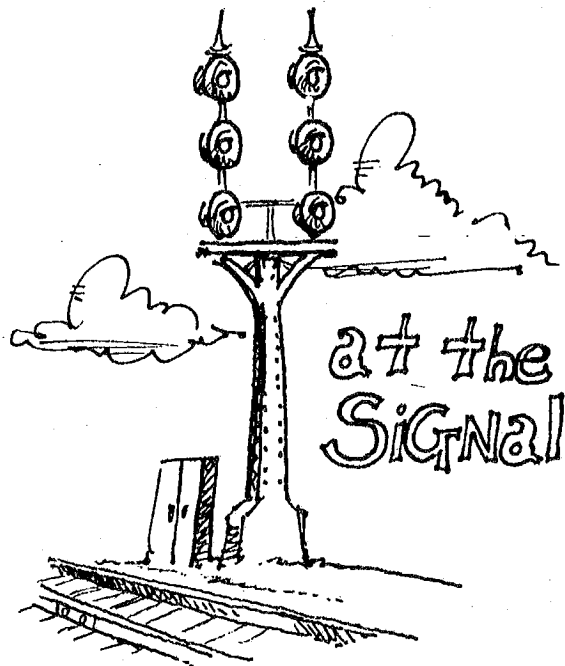
Sustaining

Sustaining members for 2003: Matt Adams; Roy & Jerolyn Allen; Carl Belke; Ashleigh Chamberlain; Joe & Charlotte Costello; Wally & Monica Day; William & Mary Denale; Geoff Dunn; Robert Gangwish; Tom & Arleen Gillen; Richard Ham-bly; Richard Hooker; Art & Sandy Jackson; Robert Kardas; Robert Kolankoski; Bill & Barbara Larkin; Bruce Leemann; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jeesse & Sandra Meeker; Bob & Dora Moore; Tom Moran; Peter Paulson; Michael Prosch; Walter & Karine Rich; Ralph & Kimberly Roba; John Foord Sherman; Ed Small; Edward P. Street; Upper Hudson River Railroad; H.M. Baird Voorhis; Steve Wasby; James Welling; Tony White; Payson & Linda Wild; Robert Willett; Jay Winn; and Al Zubal.

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by Gary R. Schermerhorn

More Brooker Hollow blues

This spring I was determined to make a concentrated effort to revisit and re-shoot my old haunt on the D&H Albany & Susquehanna Division line between Delanson (CPF499) and Binghamton (CPF611).

Two consecutive weekends in early May found me trackside on the D&H. I had really no idea what to expect on either venture. Usually I prepare for the worst case scenario in both weather and timing. Imagine my surprise, then, when I hit unexpected gold on both trips!

The first trip was a spontaneous last-minute decision to head to Delanson. I had become burned out on CSXT's River Line and Selkirk Yard. It was a beautiful late spring morning in the Helderbergs on Sunday, May 4, as I cruised south on NY Route 7.

A possible railroad-oriented squawk erupted from the scanner sent me diving off Route 7 to Young's Road, only to run into northbound NS intermodal train 168 coming out of CPF503. Incredibly, instead of the usual same old-same old pair of black and white NS GE Dash 9 "skulls" were two blue former Conrail EMD's, SD60M 6781 and a 5400-series SD50. A real catch by normal standards. The all-blue 168 continued to storm north through Delanson and CPF499 towards Mohawk Yard, where it would drop its Ayer cut at Elnora, CPF475, before terminating at Kenwood Yard in Albany.

I decided to wait around, and was rewarded about 45 minutes later with counterpart southbound NS train 169. Even more wild was that this train was also led by blue former Conrail SD60I 6753 and NS SD70M 2507 (in black). Someone pinch

me, I must be dreaming! Better yet, the 169 was going to meet a northbound train 413, so I relocated to Gage Road near the MP500 gantry signals.

A few more warm weather train watchers appeared as the 413 came into my viewfinder, led by candy red Soo SD60 6056 and CP SD40-2's 5578-5879-6001, with a relatively small Sunday train. Not knowing when I would catch a Conrail EMD on point on the 169 again, I gave chase to Brooker Hollow Road in East Worcester before pulling the plug due to other obligations.

Play it again, Sam!

Impressed with the spring-time foliage in the Schoharie and Susquehanna Valleys, I made a return trip to East Worcester and its Brooker Hollow Road bridge to try my luck the following

weekend.

At first, the inclement rainy weather threatened my plans to get trackside on the A&S, but as is typical in the Northeast, weather can suddenly change (usually negatively). It appeared that both the weather gods *and* the train gods were going to be on my side this Saturday, though; I could see as I rushed down 188 to the East Worcester exit that the CPF527 (west) gantry signal was blocked solid red for a southbound. Either that, or something had just passed north or south.

Upon arrival at Brooker Hollow Road, I could see the (east) signal was also blocked for a northbound. At 0935 hrs, I heard distinctive Canadian horns as a train rolled through the town of Worcester; soon, three sharp "redbird" CP SD's roared into view in the gorgeous low light, led by dual-flag 5662. The daily Binghamton to Saratoga (with drop offs at Mohawk) 413 made a dramatic shot with the white blossoms budding on the foliage and the Schoharie hills in the background. The light 34-car 413 squeaked to a halt at CPF526 and waited a good 50 minutes for a heavy 98-car Train 252 to come off Richmondville Summit. The 252 (aka 214, aka 556) barely squeezed its 6600 ft. train into the controlled siding to allow the much lighter 413 to continue northeast for Mohawk. Apparently the CP Dispatcher was going to hold the 252 at CPF527 for another northbound, no doubt the 168, apparently running early today as well. Not wishing to wait further at my perch on the old iron bridge, I sped off to flush out the northbound.

I didn't have to drive far to find the next train. By Schenevus, shadowing the

line on Route 7, my trusty Bearcat picked up the oncoming EOT squeal from the 168. I manage to make it to the I88 connector and get out for an overhead bridge shot as the intermodal NS train roared out of the deep valley, led by an interesting all-blue C40-8W with no markings or lettering, save the numbers on the cab side. Trailing the bare blue 8466 (I'm guessing a painted-over former LMS unit) was a more traditional 9300-series "skull" NS GE Dash 9, followed by a big train of EMP containers and stacks, as well as assorted trailers on flats.

What was nice about being on the connector was that it allowed me to jump on 188 and safely chase the 168 north, bypassing the village of Worcester. Getting off at the East Worcester exit, I was able to easily (but not too slowly) reach Brooker Hollow Road ahead of the train, and get in position for a last motordrive fusillade.

After the 168 cleared, the 252 was finally allowed to rumble out of its slumber and out to the main. Four units powered today's big freight, led by dual flag redbird SD40-2 5656, red/white Soo 6611, CP "Pacman" 6050, and trailing redbird dual flag 5995. I was thus able to get that classic late morning southbound shot off Brooker Hollow Road, showing a real live CP/D&H drag coming off Richmondville Summit for the Susquehanna Valley.

The Saturday morning, with its three trains and the shots resulting from them, seems to make up for the pain, frustration and suffering endured at this same location last fall. That was a not-so-great ordeal of no-show delayed trains and evil grinning "skull" GE Dash 9's under cold grey looming skies. I guess once again patience and persistence are the key goals in this pursuit.

At this time, it certainly doesn't appear that there are any worries about CP Rail GE Dash 9's taking over motive power assignments on the D&H. Nevertheless, I wouldn't take anything for granted, and enjoy those big lashups of EMD -2 power while the traffic is up and the pickings good.

Back to the chase

Giving chase to the big 252, I noticed on this particular train a lack of "tagging" graffiti normally seen on today's main line consists. It was a definite stark contrast to the River Line trains on CSXT, which often resemble rolling billboards of urban blight between Selkirk and New Jersey. Maybe it's too cold in Canada for effective spray painting???

A few more notes

A couple more notes. I ran into a southbound 514 on the Colonie Main with
continued on page 7



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

A little business trickling in

It may be that the rainy weather is keeping folks in their basements and attics more often this springtime. We have one new ad and a price reduction in another this month. Check these ads carefully!

Wanted: HO Athearn passenger cars, NYC in the 1800 series, built up or kits. John W. Gamble, 5413 Gilling Road, Richmond, VA 23234; tel. 804-275-5022. (0703)

For sale: D&H A-B-A "Sharks" in O-gauge, by Williams, mint, boxed (compatible with Lionel/MTH), two motors and horn. \$350 (free UPS S&H). Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 13760; e-mail: dkuehnem@stny.rr.com (0603)

For sale: Lionel #38013 D&H Challenger 4-6-6-4 with TMCC ('01 issue), mint, in sealed box. \$795 (free UPS S&H). Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 113760, e-mail dkuehnem@stny.rr.com (0603)

For sale: Steam locomotive bell. Brass bell measures 16 inches diameter at the bottom. Cast iron cradle is intact. This has been in

my collection for about 30 years and is now located in Saratoga Springs, NY. If interested, please contact Richard O. Aichele, tel. 518-581-9623, e-mail rottoa@inforworks.com for more information. (0603)

For sale: Have list of pre-war "OO" trains and parts. Send SASE or e-mail for list. Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 13760; e-mail dkuehnem@stny.rr.com (0603)

For sale: D&H streamline HO passenger cars. Con-Cor smooth-side diner #42, IHC corrugated coach #204 "Lake George", and observation "Champlain". Never used, in original boxes, \$10 each ppd. E-mail: charlief@sisna.com (0503)

Wanted: GM EMD builder plates from D&H 801, 802 and 803 SD45 locomotives with SN's 32462, 31694 and 31695. Tim Robinson, telephone 217-442-4908, e-mail tkatc@advancenet.net (0303)

For sale: Walthers GP15 with dynamic brake, unpainted. Has Lifelike Proto 2000 flywheel-powered chassis. \$40 plus \$5 shipping. Craig Fosdick, phone 518-583-7653; ask for Clarence if Craig not available. (0303)

For sale: HO gauge E&B Valley passenger cars. New Haven coach and combine, New York Central Pullman cars, all assembled. Jim Hurley, 17 Babbitt Ct., Elmsford, NY 10523; tel. 914-592-5399, e-mail jimh721@hotmail.com (0303)

Back in production: E5a's 1111 and 1112 available soon. BLW by Creative Castings is producing these models with the permission of David Grover of Bradford Locomotive Works. There is a small run near completion now. For more information, call 570-676-9946 or e-mail ruth18426@yahoo.com (0103)

For sale: Doug Lezette's book, "D&H Passenger Trains, the Final Decade". Signed copies available on request. 150+ color photos, 72 pg. \$24.95 plus \$4 S&H; NYS res. add 7% tax. Check or M.O. payable to: Final Decade, PO Box 9069, Schenectady, NY 12309. Book review at finaldecade.com. *Please note there are less than 100 copies left.* (0103)

For sale: 256mb SDRAM DIMM (memory modules), PC133, 168 pin; by H-P, fits most PC's. \$27 ea. includes S&H. Jim Bachorz, 2476 Whitehall Ct., Schenectady, NY 12309; tel. 518-374-9548; e-mail jbachorz@hotmail.com (0603)

Welcome to our newest columnist

Please allow me to ad my welcome to our newest columnist, **Frank Peragine**. I've not met Frank, but he must be a very brave man to tackle the topic of technology related to railroading. As a "techie" myself, I'm very much aware that technology has become pervasive in all aspects of our world, and moves ever forward at a blinding pace. It is more than a full-time job trying to keep up with the pace. Go to it, Frank!

Are you too late?

The July issue of **Railroad Model Craftsman** has an extensive and highly positive review of **Doug Lezette's** book, "D&H Passenger Trains, the Final Decade". I had e-mail from Doug a while back indicating that his supply of copies of the book was starting to run low. Doug's ad with all the important information is shown above.

If you have intentions of purchasing a copy, you had better move out real soon. You may already be too late.

The book review noted above was written by Chris D'Amato, one of the associate editors of the magazine. As part of the review, Chris relates the story of a trip he and a friend made from New York City to Albany on the *Adirondack* in 1974. His story is one more shining example of what a great pleasure it was to be on or around the D&H in that time frame. I will not quote his story here, nor will I attempt to paraphrase it in any way. I will only give credit where I believe a lot of credit is due with one of my favorite tag lines: "Thanks, Bruce".

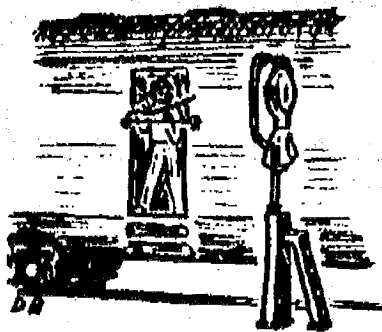
And then there was one

There are many model railroaders and many fine model railroad layouts all across this country and throughout the rest of the world. The Rochester, New York area seems to have a greater-than-average density of both. There is one large model railroad club in the city which has been in existence for at least 50 years. There are also a number of informal "round robin" groups that travel to one another's homes to observe and/or operate the individual's layout.

This columnist has been a member of a small group of this nature for more than ten years. There are five of us in the "core" group, and usually one or two others join us as we move from house to house. The added members are not necessarily the same folks at each meeting.

Until about five years ago, each of the core five had an established, operating layout. Some of us experimented with command control before DCC was developed, while others stayed with standard DC

continued on page 7



The Mail Car

Mail from our favorite source - our readers!

Super Steel's Turboliner

from John J. Collins

I rode the newly-rebuilt Turboliner out of Albany-Rensselaer on May 6, as the 7:55 a.m. southbound. I was in business class, and it was a terrible trip.

The seat was hard and I could not get comfortable in it. The reading light - immovable - was focused in my eyes and not on my newspaper. But more to the point, this retired Navy Commander damn near got seasick from the bouncing and the rolling. I don't know how many degrees of arc we rolled through; it was easily 20 degrees either side of top dead center, for a 40 degree arc. Snap rolls.

The ride was so bouncy I found myself inadvertently reaching for a seat belt several times. A trip to the "head" was a true E-ticket, as we used to say at Disneyland. It was a miserable trip. Fortunately, the 4:30 northbound out of NYC Penn Station was a real train.

I went on to the Amtrak web site and, since I am one of their "frequent flyers", sent them an e-mail about the train. To their credit, they called me and I had a long conversation with Customer Relations about the trip and the equipment. Although I did not ask for it, they even sent me a \$16 certificate/credit for the business class tariff.

Personally, I will do all I can to avoid that turboliner in the future. I usually make my reservations by the Amtrak web site in advance, but I think I'll use the counter in the future to make sure I am not stuck with a business class toll, if that is the equipment which rolls - or bounces - in that day to A-R. If I have to take the turbo train, I'll stake my life in coach. Perhaps there will be more things to hold on to - like the poor soul suffering next to me.

And I don't think it's the CSX road bed. While the R-O-W can always be improved, the "standard" Amtrak equipment du jour makes the trip in good order. That turboliner is just too light and with a poorly

engineered undercarriage. And with all the severe rolling, probably unsafe. I told Amtrak that. On board personnel confirmed my opinions. I did not tell Amtrak that, however.

And Bob Lowe, thanks for keeping the twin towers in the column header.

This Just In...

from Jim Bachorz

According to the May 2003 issue of *Trains* magazine (page 15): "The *Vermont-er* connects St. Albans, Montpelier, Belows Falls and Bennington with New York [City] via Springfield, Mass. and Connecticut points. The *Ethan Allen* links Rutland with Albany and New York City."

The last I knew, the *Vermont-er* doesn't come within 50 miles of Bennington. But, of course, the national mags don't know that, even if we do.

Swap Shop from page 6

control. Most of us had some sort of relatively serious means of controlling operation, usually a car card system.

About five years ago, two of us moved to different homes within the area over a short period of time. Neither of us has yet to establish an operating layout. This left us with only three members of the group who could host an operating session. Meetings of the group became less frequent.

During the past couple of years, we have met quite infrequently, especially if one of the layouts was being subject to major reconstruction or addition. Last fall, a third member of the core group moved to a new home and a modular layout moved with the owner. Now there were two layouts left intact.

Now each time the remaining two members with layouts called for an operating night, it became an event not to be missed! Such an evening took place just a few weeks ago. We had not operated this layout in some time, since the owner was involved in an extensive scenery construction project. As we arrived we were greeted by a huge expanse of new scenery, and some very bad news! This layout is housed in the basement of an older home on a main thoroughfare in a suburb of Rochester. Some enterprise is interested in building a senior living complex on the land occupied by this and several neighboring houses. The offer to purchase was not to be refused. And now there will be one!

On that note, we'll call it quits for this month. May the force be with you and yours, your home and your layout.

At the Signal from page 5

CP redbirds 5677-5698 and GP38-2 7307 around 10:40 a.m. on May 17. The 514 had a big train of well over 70 cars as it rumbled past JA in Waterford, heading for Kenwood Yard. This and the northbound 515 (which returns north in mid to late afternoon hours) are fairly dependable daylight moves on the historic Colonie Main. Power can be predictable, as the crews tend to sometimes rotate the same power set between Saratoga and Kenwood for weeks at a time. That could be a good thing if they decided, for example, to rotate back to back lightning-stripe GP38-2's (7304-7303) or a pair of "red barn" SD40-2F's, etc.

A shocker

I actually shot my first moving daylight Guilford train in the Capital Region in about 7 or 8 months, with a recrewed EDRJ with ST SD26 621 and ex-CN GP40-2L 500 on the 10-mile Rotterdam Branch May 17. I caught it near CPF477, Waite Road in Crescent, and then followed it through Glenville and Scotia to Route 5S in Rotterdam Junction. Daylight activity on the former B&M Fitchburg Line continues to be elusive at best, but Mechanicville continues to be a good place to hedge your bets in capturing movements, or at least hearing about it on the airwaves if your scanner is on.

Member Doug Lezette recently posted the sad news that CP has petitioned the STB to abandon the D&H's Voorheesville Running Track part of the old Albany Main, between MP1.8 in Albany and MP10.9 in Voorheesville. With the diamond at VO long gone, and expensive bridge work due after damage along the NormansKill, the line has been dormant for quite some time, with many rumors of a possible "second coming". Several Albany area agencies are weighing options, and at least one individual (John Riegel of J.R. Riegel & Sons, which runs the Upper Hudson River Railroad over part of the former D&H Adirondack Branch) expressing interest.

This will be an ongoing story, and only time will tell if we have a future commuter line or a rails-to-trails bike path from this. I believe local SU-11 still occasionally uses the Delanson to Voorheesville Industrial Park segment of the line through Altamont.

Thanks

Finally, thanks again for all the nice comments and e-mails from readers out there this spring. I hope everyone has a safe and profitable summer.

Railroad Tech

by Frank Peragine

More on computers and wireless

Last month I promised that I would talk a little about why wireless, or let's call it portable radio technology, seems to be everywhere these days. I hinted that this is due to the coming together over the past several years of many technologies. The same innovations that have made personal wireless phones, personal digital assistants, laptop computers, and what-have-you ubiquitous, have plenty of application on the railroad.

I have to begin with the embedded processor, which is the fundamental building block of many of these devices. One low-priced piece of silicon can easily contain the central processing unit, ROM program and data memory, RAM, and peripherals (like analog to digital and digital to analog converters) that can form the heart of a cell phone or a portable instrument of some kind. The ROM acts like the hard drive in your PC, only a lot smaller and simpler, with no moving parts, with the possible exception of electrons. Since the processor runs software, it can be a powerful number cruncher and controller all rolled into one. The possibilities are endless. If you are interested in finding out more about these processors, the Texas Instruments MSP430 family is a good place to start. See the TI web site (for the hard core techies, a complete development system - hardware and software - can be bought from TI for \$50!).

Since we want our processor to communicate to the outside world via radio, we will need some radio frequency (RF) chips - probably a transmitter and a receiver - which we can interface directly to the processor. The RF electronics in this case are a pretty dumb peripheral as far as the processor is concerned; the interface is just another serial I/O line. To transmit, turn the RF power on and then feed the chip with your data signal. The RF chip modulates the data onto a carrier and you are on the air. Receivers are only a little more complicated; you need some processing to synchronize on the incoming data, but this is done all the time in computer communications. Very important, modern RF chips do all the hard radio stuff - tuning, amplification, mixing - with a minimum of critical external parts and fussy adjustments.

Power is an important issue in portable or remote systems, and there's good news here, too. Lithium Ion batteries, which power many laptop PC's, are a good high

density source of power. They can be charged and recharged without any of the problems that affect NiCads (many portable scanner owners can relate to this). In some applications we might use solar cells to charge our batteries or, if current drain is small, we could use a lithium battery, which we would have to replace periodically.

The processors help a lot with power management too. They are smart enough (of course, this means that the software, the real brains of the system, is smart enough) to recognize when nothing is happening in the system, and most of the system can be shut down. Peripherals can be shut off and the clock rate on the CPU is slowed down. The system keeps only enough of itself alive so that it can recognize a new input. Since most processors are CMOS (a type of integrated circuit building block noted for low current drain and ease of fabrication) based, the current draw is proportional to the rate of the system clock, since substantial processor current only flows at the instant a CPU clock pulse occurs. The processors are also low power due to the fact that their data and address busses are internal to the device and don't have to come outside.

Driving the outside world, with its ugly capacitance and inductance, requires high-power drivers. The important things are that everything can now fit on a small printed circuit board, instead of a handful, and require little power.

Furthermore, everything is very low cost. The TI processor I described earlier can be bought in small quantities for a dollar or two, as can the RF chips and batteries.

The real world

Consider what all this means, for example, if you want to design a freight car excess height scanner for use along a remote branch line. Most of the time there are no trains, and a solar cell can charge the storage battery. The processor is asleep. A train approaches, which is recognized by the processor. The CPU increases its clock speed and turns on its peripherals so that all is ready by the time the train passes. The car heights are scanned, along with perhaps the data on the AEI tags on each car. At the correct time - perhaps after the last car in the train has been scanned - the transmitter is turned on and the data can be sent to a central site by radio for more processing.

How do you send the data? Maybe the railroad has a whole network of remote electronic appliances out along the branch, with a centralized server. You can imagine

a setup that monitors the health of all the grade crossing equipment, signals, interlocking battery voltage or air pressure, or equipment hut temperature on the branch. Perhaps each element in the network will be polled (queried) by the server, or maybe each element will send data only when it has something new to report.

The server need not be in the same geographical area. Our excess car height monitor can just as easily dial into the telephone network and connect in that way. These days, everything would probably have to be encrypted for security purposes; hackers are everywhere. Notice in these systems where the appliances in the field report fairly small amounts of data rather infrequently, the radio channel could probably be shared with voice since the transmission of data is over so quickly - probably a few hundredths of a second.

The dark side

All this great technology has its downside for us railfans: the picturesque pole lines and signal towers are being torn down along the right of way and replaced with bland aluminum huts. Our scanners are becoming less and less useful, as that information-packed voice communication between trainmen, operators, yardmasters, and dispatchers becomes less frequent, being replaced by a few moments of touch-tone sounds as the computers talk.

I sure hope the thinly-stretched railroad police don't set up too many photographic scanners or motion detectors to apprehend trespassers at the picturesque (but high security risk) places like the bridges and tunnels we railfans have been known to frequent.

On the ground

One of the more talked about applications of this technology is wireless control of locomotives and switches from the ground, say, in yard switching applications. Radio controlled switching is already being done, probably on a limited basis, by the Union Pacific and Kansas City Southern. I have not seen anything in the media yet about our northeastern roads. The forces on all sides of this issue are starting to draw lines in the sand, and the issues are many: economic, safety, and possible crew size reduction among them.

Control of yard locomotives is only the tip of the iceberg. The AAR held a conference in Washington in May devoted to Communications-Based Train Control (CTBC). Actually, it was the fifth such annual conference, so the field is very much an active one. Application of computer control to transit operation, which I

think we will see relatively soon, holds the promise of higher train density on heavily traveled routes, without the need for expensive expansion.

We will have to see how this plays out, but certainly the question of safety always comes up. And even though many of us are suspicious of innovation, sometimes there are surprises. I remember once seeing a statistic that removal of cabooses, instead of causing more safety issues, actually wound up improving train safety statistics. There were a lot fewer injuries to crew members, especially in the cabooses themselves.

Technology has hit the rails many times before. Consider what has happened to track; we have continuous welded rail today and an array of mechanized track test and maintenance equipment. I'll bet that many track workers lost jobs in the transition to mechanization and welded rail, but the results provided a better railroad and, in the long run, I think, better jobs.

Acoustic Emissions Monitoring

I've learned a bit more about acoustic monitoring of cracks in steel bridges, which I mentioned in last month's column. Acoustic Emissions Monitoring (AEM) is currently being used by the Canadian National (and probably other railroads) to help maintain its bridges.

Apparently, when a portion of a bridge begins to crack, perhaps in response to a crossing train, a shock wave is set off in the iron or steel structural member. Remember, we are talking here about microscopic cracks; the bridge isn't falling down (yet). We are talking about the early stages of failure of the structure; a crack starts in a weak spot and grows over time in response to stress.

Everyone knows that a sound wave travels easily through air and water. The wave consists of regions where the air or water molecules are alternately compressed and expanded, that is, bunched closer together or further apart. This disturbance travels through the material and is called a wave. Associated with the wave is a transfer of energy. If you have ever been knocked over by a wave at the beach, you will agree that a wave has energy associated with it.

The same effect occurs in solids. Here the wave action consists of deformations in the metallic crystal structure. An acoustic transducer is affixed to the bridge structure, close to where the suspected crack lies. This transducer is a device that detects the energy of the passing wave and converts it into an electrical signal, very much like a microphone does. The transducer can be

made from a piece of piezoelectric material: a piece of this stuff develops a voltage across itself when the sample is mechanically deformed, in our case, by the disturbance caused by the cracking. Conveniently, for ease of processing, the signal associated with the growing crack lies mostly in the audio range, hence the use of the "acoustic wave" terminology. The picked-up sound, with all the interference, is filtered and amplified and passed through an analog to digital converter. The data now looks like a table of numbers, which can easily be input to a computer and then analyzed by a program.

Because the problems of cracks in metals is of such importance in any number of fields, for example, cracks in airplane superstructure and engine parts, the problem seems to be well studied, and acoustic wave formation has been modeled on a computer. The computer simulation actually generates an idea of what the growing crack will sound like. Thus, the problem of detecting the sound of the crack becomes a lot simpler: the computer goes through the data looking at all the noise from the train clanking over the bridge, and the ever-present electrical noise in the measurement apparatus, looking for the signature of a crack. This is very much like the SONAR or RADAR detection problem; you know what kind of signal you transmitted, and you look for that in the received low-level signal (in our case the crack provides the signal).

From the received signal you infer facts about the target, be it plane, boat, or in our case, a metal crack. The problem of detecting known but very low level signals in noisy environments is a well-studied area in communication theory. A laptop computer easily has the power to do the analysis.

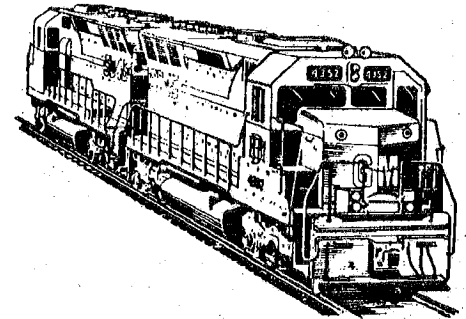
The railroads have many bridges carrying ever-heavier traffic, and maintenance is an ongoing activity. Experts worry that some of these spans are getting old; in fact, many major railroad bridges are nearing the century mark. Am I correct that the MacArthur Bridge across the Mississippi at St. Louis is nearly in this category?

Clearly, you don't knock a bridge down just because it's getting old and may fall down someday. The idea is to combine inspections by humans - bridge engineers and railroad inspectors - with hard quantitative data to support the field observations. As a practical matter, bridge engineers know when deterioration of a bridge member, say a gusset plate, is potentially serious and when it is not. Some cracks are deep within the structure (or covered with paint and grime) and may not be visible to the eye. If things are questionable, they

hook up their transducers, and after a suitable monitoring period has elapsed, they study the data. They don't even have to slow traffic down by temporarily taking the bridge out of service.

Acoustic Emissions Monitoring is a good example of a high tech tool, based on solid technical principles, that helps keep the traffic rolling.

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In Helper Service

(our additional volunteers)

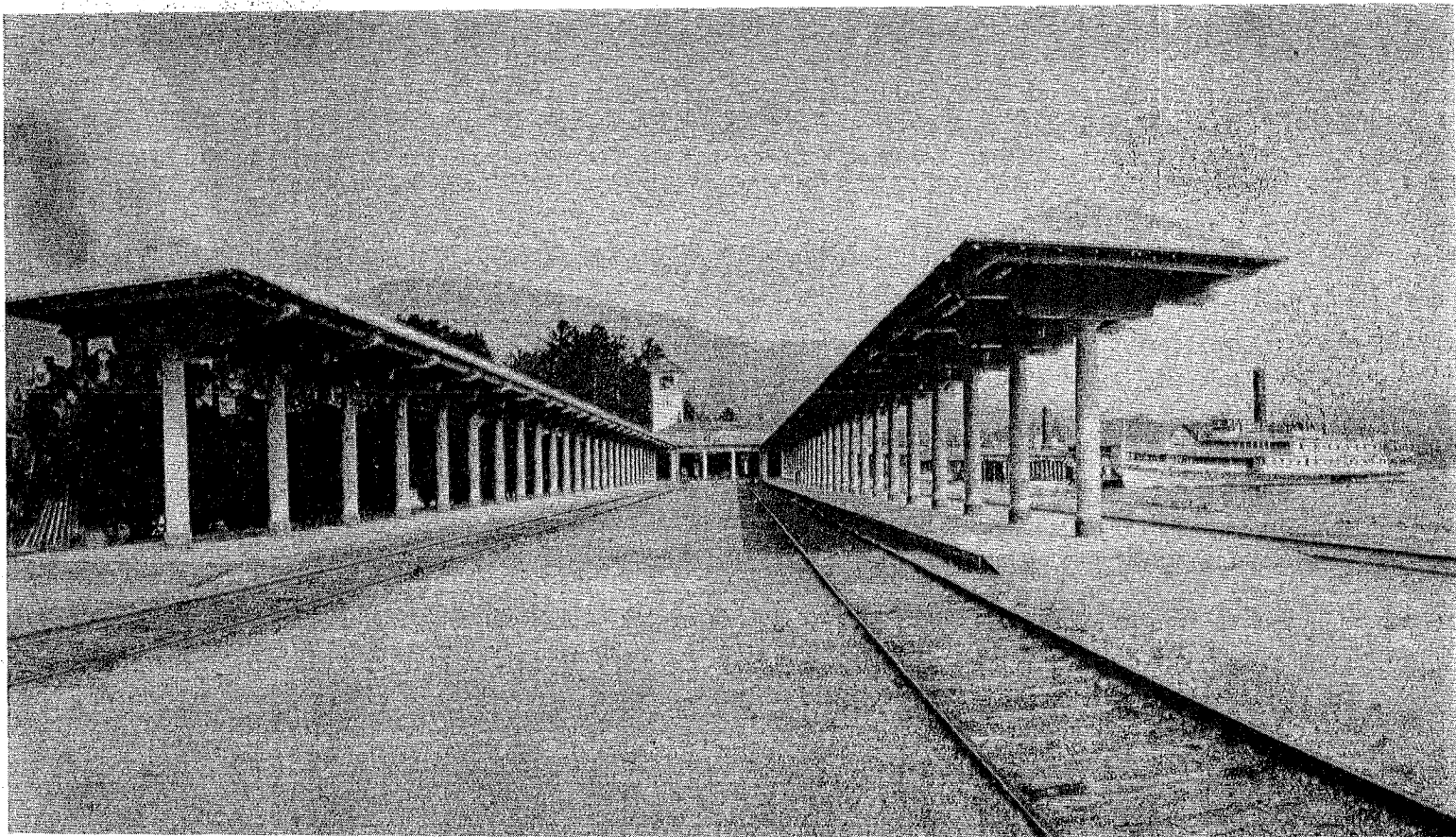
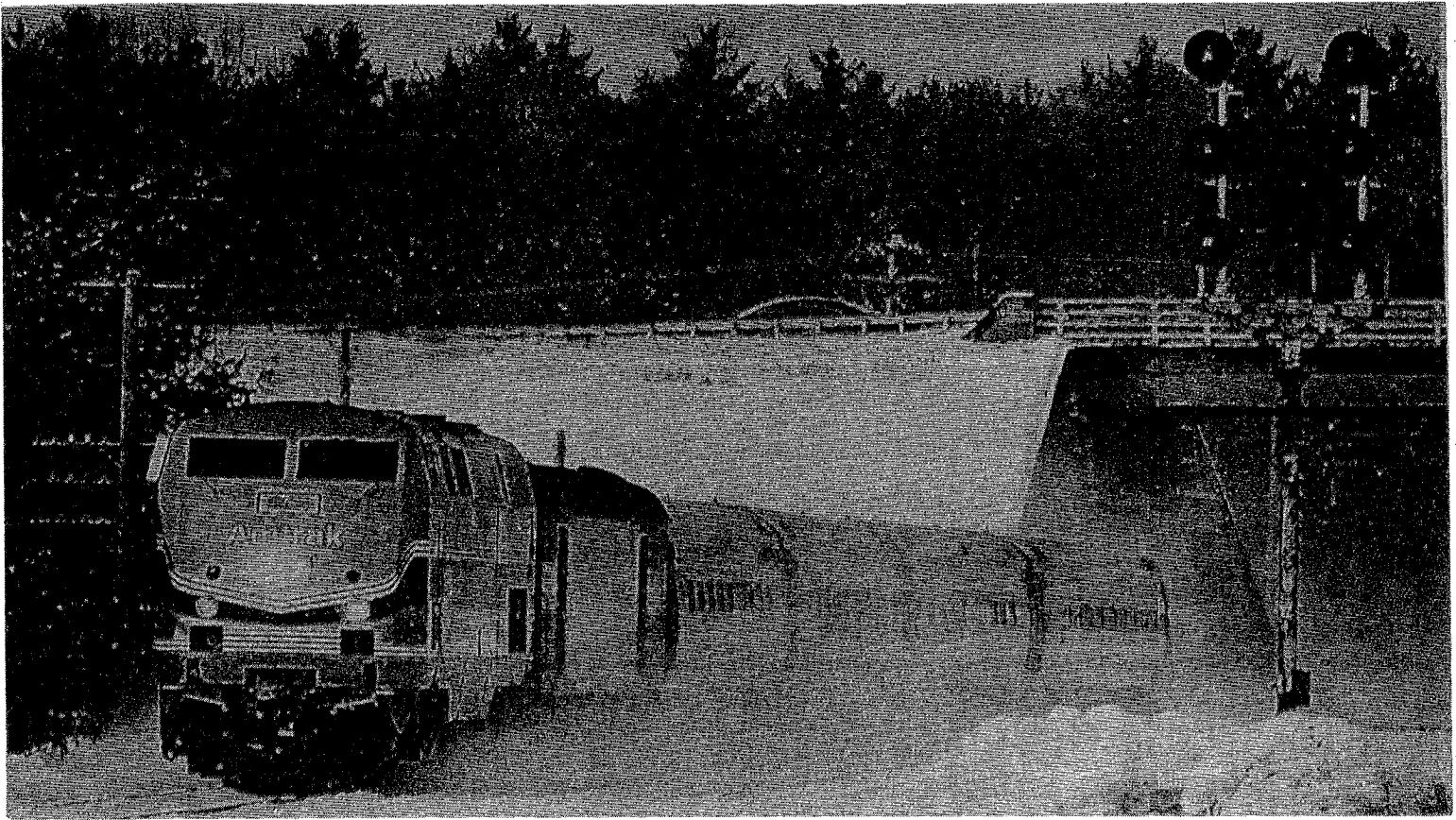
On the railroad, helpers are those engines used to assist a train over a stiff grade, such as Richmondville Hill. In the *Bulletin*, we apply the term to those highly valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical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

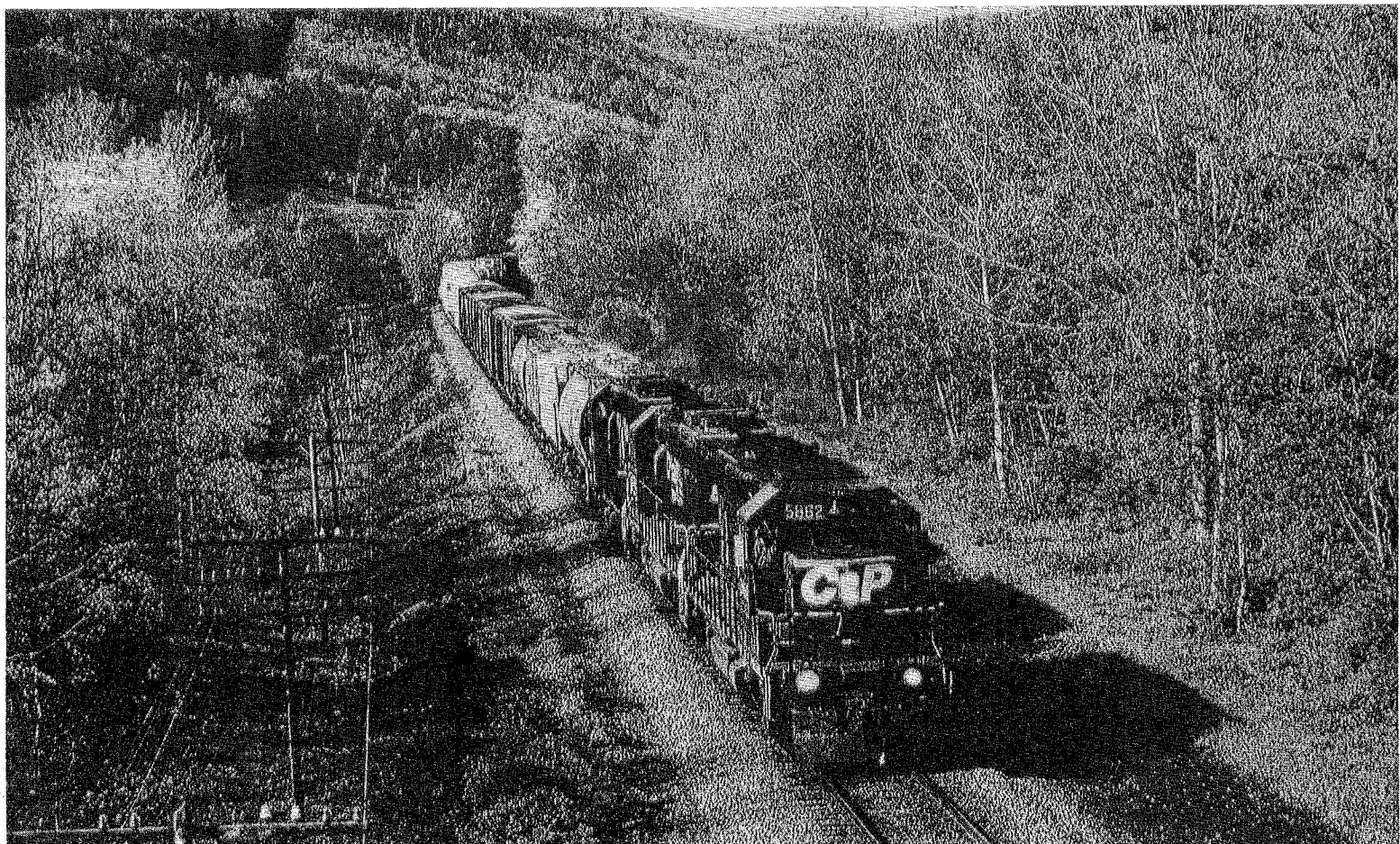
If you have any questions about items in this issue, please contact the Publications Office or contact our columnists directly. We are always willing to discuss your interests and concerns, and we try to make ourselves as available as possible given the constraints in our lives.

In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP/D&H; **Roy P. Allen**; Ed Burke; **John J. Collins**; **Tom Gillen**; **Robert K. LaPorte**; **Bill McColl**; and **Jim Shaughnessy**.

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photos on page 11:
Top: Amtrak Train 68, the *Adirondack*, arrives at Saratoga Springs, NY from Montreal on February 17, 2003. Ed Burke photo via **Gene Corsale**.
Bottom: D&H Lake George station and boat landing, as seen from the station's Ionic-columned platforms. That's the *Horton* at the dock. Photo by J.S. Wolley, about 1914; original negative in collection of Jim Shaughnessy.







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...

Summer of sloth

Next month, Chris Shepherd will be doing the *Bulletin*, so the workload on Barb and I will be considerably reduced. This does not mean, however, that I will quietly ease into a graceful semi-retirement.

Amtrak myths

Sometimes, someone covers a situation so nicely that even this crusty curmudgeon is almost at a loss for words. This month's subject is Amtrak, and we'll first hear from David Gunn, its president. He debunked some common myths about the nation's passenger rail carrier in a recent edition of *Railway Age*:

Myth No. 1: Amtrak or passenger rail can be profitable

"It can't, and others have gotten into a lot of hot water saying it can. In some regions with enough population density, some services can be profitable on an incremental basis – what railroaders call 'above the rails'. But it takes enormous public investment in track, signals, equipment, and so on for a reliable system, which cannot be recovered from fares. Public dollars build airports and public dollars should build rail corridors, too."

Myth No. 2: The private sector is dying to take over Amtrak's service

"Remember why Amtrak was formed: The private sector was losing millions of dollars covering passenger rail's capital and

operating costs. The economics of passenger rail haven't improved in the past 30 years and won't change much in the next 30."

Myth No. 3: Long-distance trains are the big money losers

"Get rid of them and the problem's solved? Wrong! Out of our current year federal subsidy of \$1.05 billion, only \$300 million will go to covering the operating loss of long-distance trains."

Myth No. 4: Amtrak is a featherbed for labor

"Those who know me know I'm a demanding manager. But I also know that the wage rates at Amtrak are generally defensible compared to the rest of the industry – especially the transit systems. Labor and Amtrak have to deal with the work rules to improve efficiency. And we'll do that through our labor negotiations – not in the popular press."

Myth No. 5: The Northeast Corridor can be profitable

"When you total all the operating and capital costs – above and below the rails – it just doesn't work. The NEC barely covers its above-the-rails costs, but will always require public investment in its infrastructure. That shouldn't surprise anyone: It is one of the biggest contiguous pieces of commercial real estate in the country and contains one of the most complex transportation operations in the world next to our taxpayer-supported national air traffic control system."

Myth No. 6: There is a quick-fix that will solve everything

"This reminds me of the old adage, 'For every complex problem there is a simple answer and it's probably wrong.' People imply there is a 'reform' that will solve Amtrak's problem. Not so."

An editor's view

In the same issue of that prestigious publication, editor William C. Vantuono printed some other comments from Mr. Gunn:

On selling off millions of dollars worth of ancient equipment littering Amtrak's yards and shop (cars, locomotives, cabooses, even an antiquated wheel lathe that's been sold to a museum): "We've got three miles worth of crap sitting in Beech Grove. We're getting rid of all the junk and cleaning the place up. It does wonders for morale. We have 50-year-old switchers we're trying to keep running. That's impossible."

To those who believe Amtrak's long-distance trains are the company's biggest money-losers: "Getting rid of individual

trains saves next to nothing – it doesn't do a damn thing."

On the lack of financial controls he found: "This place was the Enron of the public sector – it was awful. We had a management that didn't focus on the day-to-day running of the railroad, and they had lost control. All the 'reform' was big picture stuff: Grow the company into prosperity with express business and high speed rail. The *Acela Express* was supposedly going to make a \$180 million positive contribution to the bottom line in its first year of operation. That was absolute fantasy. Then you had all the politicians running around saying they were going to privatize the long-distance trains. Give me a break!"

On reducing the vice president count from 88 to 22, shortening the chain of command: "An air brake shop general foreman I had never met came up to me after a Mechanical Department meeting and said, 'I don't know what you've done, but it's really easy to get things done around here.' I said, 'Because the entire chain of command, from me to you, is right here.'"

On the restructuring/financial accountability and control/capital planning process: "This is true reform. Some people want reform that's a blinding flash of light, and out of this puff of smoke will emerge a brand new Amtrak. That's nonsense. What we're trying to do is what reform is all about."

On car fleet refurbishment and standardizing Amtrak's livery: "No more Strategic Business Unit 'fleetettes'. And we're getting rid of those silly lava lamps." (He means the *Acela* paint scheme.)

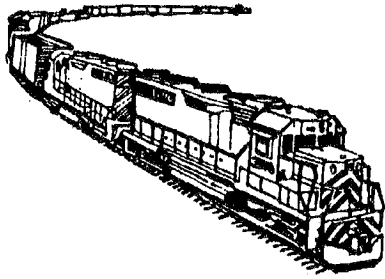
On Amtrak's five-year capital plan, which details, right down to the last wheelset, interlocking, and catenary pole, the minimum of what's needed to achieve a state of good repair: "What we're asking for is very specific. It's not gold-plated, it's not rhetoric, it's not a wild wish list, and it's not bulls_t. It's good stuff. I don't know if it's going to get funded. Part of our problem is rebuilding our credibility, to actually carry out what we've promised to do. Will we get the money? If we don't, we'll lose the railroad."

My turn

Wow – that's great stuff! How can I top that? I think I'll have to invite Mr. Gunn to join the Curmudgeon's Club, an eminently crusty group of us warm-hearted curmudgeons dedicated to getting to the heart of things. We have lots of subjects.

Maybe we'll ask the nation's railroads how they think persecuting railfans helps railroad security. We're their police force's extra eyes and ears, for crying out loud.

continued on page 32



Local Wayfreight

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

Good news, bad news

I have finally been able to actually install the new BLHS digital video editing system in a suitable location on my workbench; this after several moves that rendered undesirable results. I finally had to relinquish my television set that I liked to keep one eye on while I worked or played at the computer. Can anyone tell me why it's called a television set when there is only one? There just wasn't enough room to squeeze in the TV, a computer with an external drive, three video monitors, a digital VCR, an S-video VCR, a VHS VCR, a 25-inch high drive complex for digital editing, an editing break-out box, speakers, printer, fax machine, scanner, RoadRunner gizmos and a giant heat press for baking.

You might wonder why the Mad Dog needs a special baking oven, considering that when all this electrical stuff is lit up you could simmer a pot of bear stew on top of the gnarled mess of wires. The baking press is for bonding photographs and artwork to foam core, and it is part of my photography business. That little gem requires 1350 watts after it's up to speed temperature-wise.

Equipment locations had to be swapped around several times due to power consumption, wall outlets available, and undesirable interference to the editing system. Turning the whole shebang "on" at one operating session made the lights dim in the kennel, so a little behind the scenes rewiring had to be performed. So you ask, why use the heat press at the same time? I have to have something to keep busy while the digital video machinery "renders".

What's rendering? Rendering is the amount of time it takes to produce what you tell the computer you want it to do with a segment of video. The advertising package says, "real time effects", which supposedly means that rendering time will be the actual time it normally takes for the video to play out. In reality, it consumes a great deal more time.

Our publisher, the road warrior of BLHS computerland, has put together an incredible system for digital video editing

(thanks to the CEIF), but in order to actually have genuine real time rendering of video and effects, he would have to have invested something like \$12,000. Considering that staggering sum, I'll just occupy myself with other projects while the "mad science video computer" works its magic.

I wonder if J.B. has any wall mounts for a television set. I can't spread out any more, space-wise, but I can still go up. I hate to give up a television in my workroom. There is a limit to dedication, and this is very close to the edge.

What was I thinking?

J.B. had laughingly mentioned something about a "learning curve" relating to this video editing system, and some of the directors at the last BLHS Board meeting prodded me about progress. The updated status is, "Wow! Holy cow! Did I actually volunteer for this?" Does that give you a clue as to where I am? I'm scratching my head so much lately that I'm going bald. So far, I have been able to get it all running at the same time; just kidding!

I had read the two 3/4" thick manuals, but discovered that it had been practically a waste of time, in that "hands on" is, in many cases, very different than the printed word in the manuals. Many of the actual command choices are not listed as the manual describes. Some terms apply differently, depending upon what you are trying to accomplish, which is confusing and baffling beyond comprehension. You have to specify every single step of a long chain of commands before the system will actually do anything besides simmer the bear stew. You would think it would be possible to set up the system so that you could capture a stretch of video with one simple command. But geeks don't think like that. Geeks like to add mysterious steps to any process just for the sake of hocus pocus.

Last year I buzzed down to New Jersey for a day to get a hands on feel for digital editing equipment at a special seminar and sale. The guy running the system that I was interested in made using the system look simple and lightning fast. I don't know what mode he had his system running in, but it sure wasn't 100% digital. It surely was impressive though. He was most likely operating in linear analog, which requires practically no rendering time and is useless for our intended purpose. The rendering speed, utilizing 100% maximum digital potential, is slower than a herd of turtles stampeding through peanut butter. I am, however, slowly becoming accustomed to the system and what it demands of me. About the only thing it doesn't require of me is coffee and a donut at 9 a.m. I cannot just turn the thing on and play with it for a half hour, as it takes

about that long just to get everything up and running and prep the menu for a new project or to open an existing one.

A recent example of "play time" is downloading an hour of digital video, which consumed about two hours, only to touch the wrong command button and accidentally delete the whole project when I followed the instructions to the letter. Unlike a regular computer system, you won't find the errant file in the "recycle bin", either. This is an example of one command having several different meanings and uses depending on what part of the process I am in. Sound like fun? Can anyone tell me why the computer keyboard symbols do not work better the harder I press?

One day last week, it took nearly eight hours to successfully search out just one procedure and write down a repeat path for future reference. Since my brains were bashed by a drunk driver back in 1988, I cannot retain the multiple, convoluted electronic, "connect the dots" pathways. J.B. is the geek that built this system and loaded the programs into it; when he handed the system over to my care, he devilishly smiled, shook his head and laughingly said, "Good luck with the learning curve. I've never heard or seen this terminology before, and I don't know what they're talking about."

Turning me loose with this complicated system is akin to putting an untrained monkey, straight out of the jungle, behind the steering wheel of a standard shift, high performance sports car; the only instruction being a pat on the back and "have fun". A pat on the back is only a few inches away from a kick in the rear.

Speaking of fun, Porsche has introduced its own SUV, the Cayenne. That's like the General Electric locomotive facility turning out state of the art high-rail trucks.

Bite the golden bullet

I dredged up the courage to finally bite the bullet and ship my Digital Wondercam back to Sony for an extensive rebuild. It then took the useful hours of two full days to figure out the connection from my digital VCR into the editing system. It was already set up to operate through the camera, but I didn't want to put the learning curve on hold until the camera came back. Neither the VCR manual nor the editing system manuals shed any light on that sort of routing, so I just kept plugging away until I stumbled upon a workable electronic path. This is actually for the better, as the video camera is too expensive to operate as a feed-in/downloading device, but I would never have gone through this baloney to search out a change-over. So what's the good word from all this? A new wave of D&H Bridge Line Historical videos made

from 16mm film has moved several giant steps closer to production reality.

Radio turmoil for railfans

I mentioned last year that railroads have been watering the seed of thought aimed at changing their current radio systems to new radios with state of the art digital technology. Do I hear you scoffing out there? Scourge me now, but remember where you heard it first, the *Bulletin*, because the handwriting is already on the wall. You just haven't been looking at the right wall.

Educated and informed sources dealing directly in these matters tell me that the FRA would like to implement the new system in a year's time but this, I am told, is totally pie-in-the-sky idealism. A more reasonable changeover estimate would be closer to 10 years, so it is highly unlikely that any changes will take us by surprise.

Railfanning in the "end times"

So how does the equipment that a railroad uses affect us? Digital systems cannot talk to analog systems easily, and analog is what we use to listen in on railroad radios. Currently, there are no commercially-available scanners that can read digital communications. Perhaps (and I say this skeptically), manufacturers of communication equipment for the angry masses (that's most of us) would design and offer handheld scanners capable of digital speak when this new equipment is placed in use. I imagine the cost of such a scanner would be prohibitive for most of us. Can you imagine railfanning without a scanner? It would be anyone's guess as to what train you were looking at, and there would be no "heads up" about train movements and locations. The digital era will definitely usher budget-minded railfans into the dark ages. Frugal railfans will be swept aside; woe is me! I wonder if I could ever squirrel away enough Milk Bones to afford the new age digital wonder?

The only thing forestalling this radio change-out is expense for the railroads. The current wave of radios runs about \$3,000 each, and I expect the "new improved" digital units will be considerably more pricey. Locomotive radios have a given life expectancy and could be replaced through attrition, except for the fact that older analog units would not be able to communicate with digital units. All of a railroad's radios would necessarily have to be all analog or all digital. I can imagine a railroad like Guilford would be very reluctant to change out radios, except for the fact that the change would virtually eliminate run-through power due to the radio incompatibility. From inside information, I understand that most Guilford radios have already lived out their useful lives, and are being nursed and coaxed into

usage. I see short lines and the Guilfords of the railroad industry being dragged into the digital age, kicking and screaming. Amtrak would be forced to use whatever radio Guilford uses while on that trackage (for example, the *Downeasters*).

CP Rail uses Railcom HT1000 radios, which require a repair process known as hot air part removal. When parts need replacement, a simple soldering iron will not work. The hot air repair system costs about \$14,000, making for some pricey repairs for even the simplest soldering job of parts replacement.

Railroads are being forced by the FRA, to switch operation to Very Narrow Band (VNB), which will effectively double the number of channels available for railroad use. An example would be found between channels 66 and 67 and be enumerated as channel 166 (not 66.5 as you might imagine). The preface of "1" would indicate the mid-frequency between channel 66 and 67. All railroad radios built after 1997 will support the new FRA regulation for the VNB specifications. About four months from now, all new license applications and renewals will be compliant with the VNB modulations.

Guilford uses something called "scantalk back", which allows the locomotive radio to receive communication on one channel, but when the mic is keyed to talk back, the radio switches over to transmit on a different channel (also known as duplex operation). This modification has caused unmentionable problems in the past and seems to be undesirable at best.

Mad Pup, I could tell you a whole long story about this, wherein much of the work to convert the signals into computerese for viewing on a laptop computer has already been done, but I will just give you the short version. It seems the guy that did much of it has been visited by the feds and given stern glances. This despite the fact that he used purely public domain and public information, has been totally open about it, and even helped the nation's railroads in the process. Homeland security has sometimes been an excuse to intimidate the people whom certain high-powered feds don't understand...JB

Aliens in the grain hopper

There was an age of innocence when the word "alien" conjured up images of creatures from another galaxy. In this enlightened 9-11 age of the 21st century, the word alien is perceived with a very different meaning. The aliens of which I speak are not from another galaxy but from nearby Mexico, as well as other countries, and not just in the Americas, either. Over 2,000 Mexicans, with great expectations of living the American dream, died during the

past year, all while attempting to gain illegal access into the United States through the Arizona border; most died from heat stroke.

We were recently shocked into awareness concerning a truckload of illegal immigrants who died of heat stroke while locked inside an abandoned tractor trailer. The motivation for this act of inhumane cruelty is so far removed from my understanding that I cannot comprehend the operator's intention at any level.

Apparently the desire to cross the border is so strong that reasonable people will put their trust in the most untrustworthy pirates imaginable. Why would you pay a man with criminal intentions, with up-front money, to illegally transport you across a border and expect him to deliver you as agreed?

Stupidity bordered insanity when several aliens climbed down into an empty grain hopper destined for the states. They were relying on someone on the other side of the border to locate and open the hopper lid to release them. There was no one on the other side; the pirate took their money and the supposedly empty grain hopper crossed into the U.S. The human cargo died from both heat stroke and suffocation.

Just another day at Alco

Being sealed inside a grain hopper reminds me of when I was a lad, working at American Locomotive. One of my first jobs after being a floor sweeper was to crawl inside the internal frame locomotive fuel tank and remove slag left from welding baffles and stiffeners. It was definitely not a job for a phobic personality. Since the steel bottom of the tank was icy cold, it was customary to bring in a sheet of asbestos to lay on. There was also the scaling air hammer, various chisels, a lead light and an air hose.

Access was gained through a removable cover, just large enough for a man to squeeze through. The reverberating noise was incredible; there was no such thing as hearing protection back then, as the need for it was unknown. I thought this was the worst job and that's why they gave it to the "kid", as I was referred to. There was no confusion as to which "kid", as I was the only young man working in Alco in the 1960's (that I knew of).

Obtaining employment at Alco required first that you be "in" the family; meaning if you had a relative working at Alco, you had a chance to get a job. It was very unlikely that a complete outsider would be favored with work.

I had thought my de-slugging the tank job was the pits, but can you imagine the welder who had to eat the smoke while welding all those baffles and stiffeners?

The only ventilation was an air hose placed in the opening to help move the air.

After crawling into the tank and beginning to work, the older men, who did not want to see any "new blood" come into the job, yanked out my air hose and lead light, and then sealed the opening with me inside. I remember the feeling of panic beginning to sweep over me, which I'm sure was the desired expectation. After the men wore themselves out by pounding on the tank with their steel hammers, I got a grip on myself. The initial flush of fear subsided, and shouting to deaf ears outside was futile.

I settled down on the asbestos in what I thought might become my coffin, and began to wonder after a half hour or so, "Just how much air was there to breathe?" Were these bozos trying to kill me? After a lifetime, at the change of shifts, a couple of men passing by the sealed opening heard me tapping with a hammer. They had heard unusual noises coming from the engine frame, but couldn't make out what it was; we're talking one-inch-thick steel here. They removed a couple of bolts from the access cover and opened up the tank so I could get out; the light of day never looked so good. I had been sealed inside for over two hours, and of course no one was around laughing, so I never discovered who the "prankster" was.

I'm here to tell you that there are some really incredibly stupid people out there, who cannot see the consequences of their actions beyond their nose, nor do they see their fellow man as a brother. These are the sort of men that would take your money and seal you up in a grain hopper, then promptly forget about you, or perhaps even laugh with their buddies about what they had done.

Rail thieves

Speaking of bad seed, someone who knew what he was after stole an entire Motorola GM300 radio, with all the trimmings, from the detector at Shirley, MA, where it had been installed in the equipment detector bungalow. The radio was programmed to the only channel Guilford uses for its detector equipment. The radio can only be programmed by computer, and is totally useless without other channels being logged in by computer.

Belly up!

From **Doug Lezette** comes somber news indeed; CP/D&H has filed petition with the Surface Transportation Board to abandon the Voorheesville Running Track, a.k.a. the Albany Main. (See Doug's item elsewhere in this issue.)

CP Rail offered numerous documents to substantiate the need for abandonment. Capital District committees and commissions can't wait to get their hands on the

roadbed so as to forevermore convert it into a bike path. New Jersey has been spending huge bucks to restore to rail use a 23-mile section of commuter line that was abandoned in the 1980's. It practically takes an act of Congress to revert the bike path back into a useable rail line.

Thomas Coates, the chair of the Voorheesville Zoning Board of Appeals, has recommended the 9-mile line be preserved for future commuter service, citing a 1962 D&H schedule, where train 208 is advertised as departing Albany at 4:15 p.m., arriving at Voorheesville at 4:34. That's 18 minutes versus the 45 minutes present day driving time in good weather, and the situation that will only worsen as time marches on. When I was 16, I recall wanting to ride this train, but the return run was the following morning. I envisioned sleeping the night in the train station, but a shred of sanity made me think better of the plan.

The only bright star comes from John Riegel of W.J. Riegel and Sons, which runs the Upper Hudson River Railroad, which submitted a letter of interest for operating the branch. This track segment would be an ideal tourist and dinner train opportunity in my vision, and surely worthwhile compared to the alternative of bicycles, strollers and bearded rapists.

End of an era

The Ohio Central regretfully announced that it would cease passenger operations effective May 24. Skyrocketing liability insurance costs and the sluggish economy brought about by 9-11 were cited as the major causes. The O.C. will run a June 21 "Ohio Bicentennial" train, but the decision to cancel regularly-scheduled passenger trains is final. There is a possibility of limited fall operations pending further discussions with insurance companies, but the steam operation is up for sale.

In my dreamland, I picture Riegel buying the engine and tooling and starting a money-making operation on the old Albany Main. Now if we all wish really hard and click our heels together, will it come true? Phooey! All I get is splattered dog plop when I click my heels together!

Steam-up at Steamtown

Bob Kolankoski sent notice that several new interpretive programs have been implemented as part of a five-year strategic planning initiative at Steamtown NHS. The latest programs will run from May 28 through Labor Day Weekend. The idea is to personalize and humanize the Steamtown experience; ever wondered what a day in the life of a locomotive would be like? How about yard operations, building train consists, cab rides and tech tours? Their desire is to offer a more varied experience

for the visiting public. Did someone mention cab rides? Information is available on the web at nps.gov/stea/, by calling Steamtown NHS at 888-693-9391; for local folks, it's 340-5203.

eBay defibrillation

I am routinely stunned by the auction prices for D&H items. Eight original Kodachromes and one Fujichrome slide of D&H engines recently sold for \$24; they were GP38-2 223, U33C 755, SD45 803, U23B 2312, GP38-2 7309, GP38-2 7323, GP39-2 7406, GP39-2 7416 and GP39-2 7605. What would you have been willing to pay for these shots, bearing in mind the photographer retains the publishing rights? The man who has been regularly selling D&H slides is the owner of the "Caboose Shop" in Newtonville, Ontario.

Yet another group of original Kodachromes: GP38-2 373, U33C 757, RF16 1205, U23B 2312, GP38-2 7315, GP38-2 7323, GP39-2 7407, GP39-2 7417 and GP39-2 7610, which sold for \$26.55, not including shipping and insurance.

Other items: an 1899 Chateaugay Railroad timetable, \$93.55; a D&H script globe lantern, \$210.51; a D&H caboose coal shovel, \$50; and a D&H original Kodachrome of PA 18, \$6. A first printing of **Jim Shaughnessy's** D&H book, starting at \$19.95, received no bids; go figure.

Other items: **Jim Shaughnessy's** Rutland book, first printing, priced at \$39.95, received no bids; a D&H 10-inch Celery Bowl, Canterbury pattern went for \$150; an amber globe Rutland Railroad Adlake-Kero 300 Lantern fetched \$225 (insane!); a full size original NYC Watchman's Shanty was up at \$499 (no bids); and the book, "Steamers of the D&H", went for \$35.52 with 12 bids.

Canadian Pacific leads the way

In 1994, CP Rail ran a "Quality Month" program, complete with a complimentary coffee mug. The inscription reads:

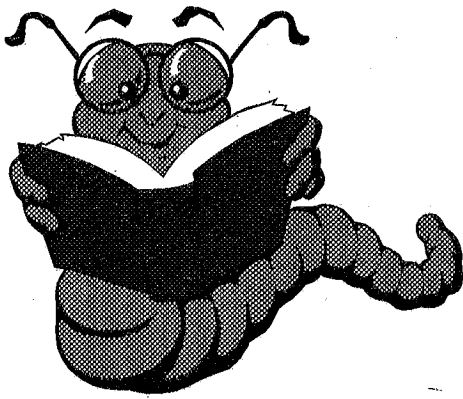
IMPROVE

- define problem or improvement opportunity
- determine problem cause or barrier to improvement
- identify and select solution
- implement solution

I can almost hear the laughter from the employees that read this. Many might say they could surely define the problem, but claim management has turned a deaf ear to what's really happening on the ground.

Corey Lynch brought an interesting tidbit to light recently. Have you ever wondered why a CP engine would always be on the point as lead dog ahead of CSX power on the 751 phosphate (acid) train?

continued on page 18



Media in Review this month by Steve Wagner

Magazines

The Spring/Summer issue of **Railroad Explorer** has no diesels wearing Delaware & Hudson livery, but many CP units, including three powering MOED at Pownal, Vermont and a quarter shot caught by Jeremy F. Plant in Quebec. **Gary Schermerhorn** shot a bucolic scene along the BattenKill, starring one of its RS3's. A major feature covers the Quebec Cartier Railway as the "Alco Mother Lode" before the retirement of its many MLW's. A short essay gives the perspective of a Cartier engine service man.

Railpace for June includes photos by **Doug Barron** illustrating the long-delayed return to Amtrak's Empire Service of Turboliners rebuilt by Super Steel-Schenectady. A shot by **Dean Splittgerber** shows two Metro-North Genesis locos awaiting repair at the same facility. **Jim Shaughnessy** caught VTR 202, still painted for its service on the now-defunct *Champlain Flyer*, heading a Green Mountain passenger train beside the Connecticut River. **Gary Schermerhorn** found the BattenKill's other RS3, the "pumpkin", running near cattle and calves outside Shushan, NY. The major feature of the magazine is a railfan's guide to Baltimore, especially for the benefit of those attending the joint convention of the National Railroad Historical and Railroad and Locomotive Historical Societies there this summer.

Doubtless not just by coincidence, the Summer issue of **Classic Trains** celebrates "America's railroad", the Baltimore & Ohio. Articles focusing on the B&O include one on passenger service on the Royal Blue Route between Washington and Jersey City, which I barely remember from my boyhood in Philadelphia. (The depot on Chestnut Street, designed by local architect Frank Furness, burned down suspiciously soon after the cessation of service.)

The July **Railfan & Railroad** has an article, "Railfanning in Washington, D.C.", by Mike Schaller, who notes that the nation's capital is convenient to Baltimore, which is "only a few miles north on Interstate 95". You can also ride between the two cities on commuter trains on Amtrak's route (ex-Pennsylvania) in one direction, and on MARC's Camden Line (B&O) in the other. Second, if you insist on driving, why not take the Baltimore-Washington Parkway, one of the prettiest roads in the country, partly due to the efforts of Lady Bird Johnson.

Trains for July will be a special issue on Chicago, the unchallenged rail center of the country. I don't know yet whether this will be part of the Trackside Guide series the magazine began last year. The first guide was for Cincinnati (September 2002), followed by Portland, Oregon (December 2002) and Detroit (June 2003). Let's see, what would be the logical candidates in the Northeast? I guess Boston, New York City, Buffalo, Philadelphia, Pittsburgh, Baltimore and Washington, for a start.

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS

Local Wayfreight from page 17

CP Rail labor agreements specify that lead units in Canada must have a hot plate and water kettle in the locomotive cab. The crews bring their own beverage mix and mugs, while CP provides the water and the locomotive. A cup of coffee or a hot drink can go a long way on the endurance scale as a crew rolls along the endless miles across Canada.

If CSX units were in the lead, it is possible for a U.S. crew to run through to St. Luc. However, if the train outlaws before St. Luc, the Canadian crew could refuse to bring the train into Canada, as the engine would not be compliant to their agreement.

The Cartier locomotives have hot plates and microwaves, whereas the QNS&L, a similar ore carrier, has no need of the "make your own" facilities. The Labrador crews have chefs waiting, day and night, all along the right-of-way, and they will provide a feast to any engineer that drops in. A few years ago I rode with Canadian National in the Peace River Valley of Alberta. The lead unit had a hot plate, coffee maker, a refrigerator full of soda and water, and a microwave. If you have seen the endless, monotonous plains the rails traverse, you would wonder why they don't require an intravenous coffee drip or a No-Doz pill dispenser in every locomotive cab.

Another Mad Dog mystery

CP Rail is ordering 10-speed bikes for all their conductors, in lieu of taxi assis-

tance. These will go nicely with the skis I recommended for winter use.

Something was definitely "up" at CPF-475 on May 24, as Guilford police were trackside. CP 5591 was sent from Mohawk, light engine to CPF475. ST's MOAY was on the controlled siding at 475, and the phosphate train 751 was also held near 475. It's another Mad Dog mystery. As it turned out, ST's MOED smacked a hound dog in the gauge, just north of MP 474. After being held, D&H train 751 was given the okay to pass, and noted that the dog was alive and still in the gauge. D&H train 515, following the 751, reported that the dog's owner was removing the animal for a run to the vet. The crew for ST's AYMO had outlawed and failed to make their connection with D&H train 169, so the dispatcher sent SD40 CP 5591 for ST's MOAY to use on their train, which just happened to be waiting at ground zero on the controlled siding.

Department of "I knew that"

Signal problems can be caused by a loose bulb filament, rendering erroneous indications caused by the vibrations of a train operating near the signal. When a signal maintainer gets reports that a signal is dropping for no apparent reason, it indicates the most likely cause is a bulb that is near death.

ABS 261 is CTC territory; main tracks signaled for movement in both directions.

ABS 251 is main tracks signaled for movement in only one direction. ABS 251 is almost always associated with double track main lines, one for east/north, the other for west/south traffic. Trains operating against the normal flow must obtain a Form D authorizing their movement.

DCS is dark territory; all moves require authorization through a Form D.

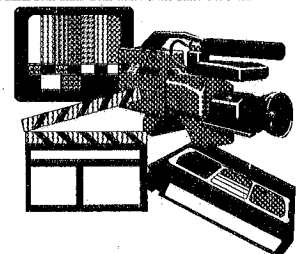
If it weren't for the last minute, nothing would ever get done! Hey! I knew that.

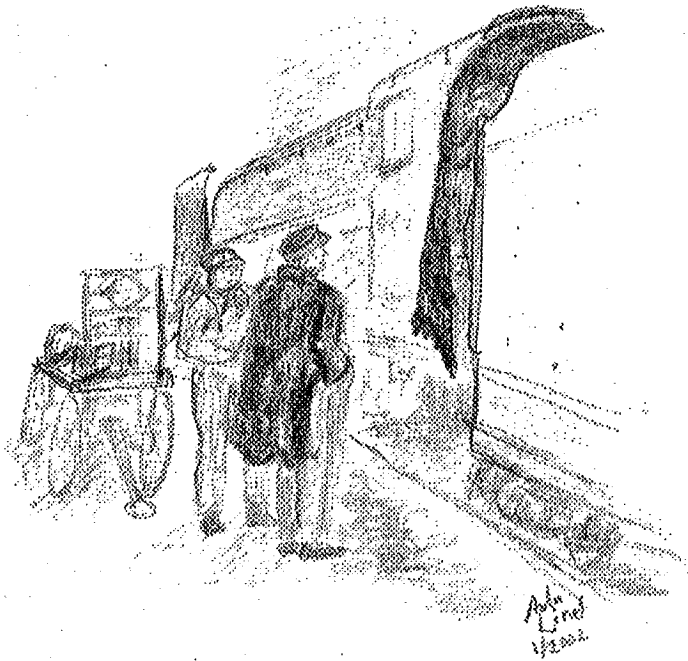
The final blow

I would have gladly written more, but this computer is in its death throes and keeps going to sleep on me. I expect this means trade-in time at the Bat Cave.

I've got bad news: the Pillsbury Dough Boy died from too many pokes in the belly, resulting in a yeast infection. And remember folks, you can't walk on water if you're afraid to get out of the boat.

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS





Let's Talk It Over by Jim Corbett

Before going on to the main topic this month, I trust at least some of our readers will have seen the article on Sunnyside Yard in the June *Trains* magazine. Written in 1956, it's a fascinating look at the workings of that massive passenger-train servicing point at a time when it still served many long-distance as well as corridor and local trains. The first photo with the article gives some idea of the yard's vastness, and as the caption notes show "cars from PRR and five other railroads". Indeed it does; New Haven and C&O cars are plainly visible, and toward the right background one end of an *Eagle*-liveried sleeper, presumably Missouri Pacific (but possibly T&P or not even really a "foreign" car, since Pennsy itself had a few sleepers painted for this through-car service) sticks out from behind another car. Right down in front, though, near the corner of the picture, the unmistakable shape of one of D&H's arch-roof wooden baggage cars is seen, the distinctively-broken "DELAW" showing to the left of the left-hand baggage door.

What a wonderful opportunity for speculation arises here! To see such a car in a photo of Mott Haven Yard in the Bronx at such a time would not have been at all surprising, or (perhaps even less so) in the NYC's express facility west of Penn Station, off the West Side line. But in Sunnyside? While head-end cars, no doubt carrying mail or Railway Express shipments off-line, roamed more widely than passenger-carrying equipment, which pretty much stayed on home rails or in through-car or through-train services, one still

wonders how a D&H car managed to get to Sunnyside. Certainly by this time there were no passenger interchange points between PRR and D&H; about the only one ever was Wilkes-Barre, and by the mid-1950's D&H passenger service in Pennsylvania was non-existent and PRR service north of Sunbury was dying, if not dead.

Clearly the car had to have wandered off-line somewhere else (to where? Buffalo? Boston? maybe with magazines?), then been pulled into a service headed to Penn Station or, perhaps more likely, the large Railway Express facility at Sunnyside itself. I suppose we'll never know, but the speculation itself is fun.

I should note that sleepers from the Pullman pool, by the 1950's often liveried for their owning railroad, did travel far and wide, especially for seasonal services to summer vacation points in the north and west, and to Florida in the winter, and special events like presidential inaugurations, major (and especially Shriners') conventions or Boy Scout Jamborees could bring all kinds of passenger equipment off-line, as indeed could the occasional lease to alleviate a road's temporary shortage of equipment. Still, as a rule it was unusual for passenger-carrying equipment to stray off its home road outside of scheduled through services. Head-end equipment off-line was more common; I remember seeing a Missouri Pacific car in its beautiful blue-white-and-gold scheme at White River Junction on one 1950's trip there, and cars from many western roads could be seen passing through the Capital District on NYC trains; some such are shown in the "Trackside in the Albany Area" book from Morning Sun.

The D&H, 1926

Anyway, on to the main topic. This past Christmas, my wife, well knowing my avocations, presented me with a copy of the reprint of the February 1926 *Official Guide*. I thought some readers might be interested in a rundown of the D&H's passenger service in that long-ago year, before the spread of good roads and motor cars became far advanced.

For comparison, a brief review of 1950's passenger service might be useful. The main line north from Albany had a morning Rouses Point local (Train #1), a noontime Whitehall local preceding the *Laurentian* (#3), the *Laurentian* itself, an end-of-the-business day Plattsburgh local (#5) which also carried most of the commuter traffic to Saratoga, a mid-evening Saratoga local (in summer usually extended to Lake George northbound and starting from Fort Edward southbound, and which in either case became the southbound commuter train the following morning), and the two sleeper trains, Albany-Montreal early on, later cut back to Rouses Point (#7), and the *Montreal Limited*.

And the southbound counterparts of all, of course, although the southbound afternoon local followed the *Laurentian* rather than preceded it. As a rule, all but the *Limited* ran through Albany, though in summer the *Laurentian* switched to Troy northbound, and ran that way southbound year-round (until all service via Troy was dropped). Only #3, the *Laurentian*, and the night trains ran on Sundays. Branch line service saw a couple of except-Sunday trains on the Lake George branch (weekends too in summer), and likewise to North Creek, although as the decade wore on these became summer-only. All branch line service was gone before the 1950's were.

On the south side, the decade started with a couple of Albany-Binghamton trains (one on Sundays); this soon became one train each way daily, which lasted into the 1960's.

Only the Montreal trains carried anything more than coach equipment: a parlor (usually parlor-observation) and diner on the *Laurentian*, sleepers on the night trains, with food service in the lounge-sleeper on the *Limited*. (The summer-Sunday Lake George train usually had a NYC diner.)

Target 1926

Now let's look at 1926.

Main line service to the north wasn't all that different. The morning, rush-hour, evening and sleeper trains north from Albany were on the schedule, carrying the same numbers as in later years. There was no *Laurentian*; Train 3 (or on Sundays #25) ran through to Montreal. The only additional train was an end-of-business day Troy-Lake George local (except on Sundays). The *Montreal Limited*, which showed Montreal West as its first passenger stop, was the only other through train out of Troy, but every train had a Troy connection from (mostly) Watervliet or, in a couple of cases, Cohoes.

Some of these may have been with Belt Line trains, but the timings imply that most

were not. The Troy connection for #1 seems to have continued on deadhead to Mechanicville, where it became a Mickeyville-Troy local that had no northbound counterpart.

It should probably be noted that, where a line had the same number of Sunday trains as weekday, or, as with #3 and #25, a Sunday-only train replaced a weekday one, the Sunday schedule usually differed slightly from the weekday one. On lines which had fewer or only one Sunday train against multiple weekday ones, the Sunday schedules could be quite different, perhaps in an attempt to "split the difference", though this was not always the case.

Morning Train No. 1 carried a cafe-parlor as far as Whitehall; #3/25 had a New York City-Montreal parlor and Albany-Rouses Point cafe car (but no diner). #7 had New York City-Plattsburgh and Albany-Montreal sleepers, and the *Limited*, which was all-Pullman in those days, had a club car, six New York City-Montreal sleepers, and one sleeper each out of New York City for Ottawa and Quebec. Only the night trains ran daily (between them #3 and #25 also provided a daily service); the Sunday local service comprised morning and afternoon Albany-Rutland trains via Whitehall.

The difference was on the branches, where far more service was provided than in later days. The Belt Line Albany-Troy service provided 26 weekday (27 from Troy) and 17 Sunday services, roughly from 6 a.m. to 11 p.m. The North Creek branch had its two weekday trains (and Saturday was very much a weekday for the D&H in those days). On the Lake George branch, there were two weekday and two Sunday Lake George trains, plus three additional weekday (and one Sunday) Glens Falls trains. All weekday trains except the first southbound from Lake George in the morning, and last northbound in the evening (which were the local from Troy but to Albany), seem to have been covered by a crew out of Whitehall, which also ran a Whitehall-Fort Edward local en route to and from their day's work on the branch.

Further north, the Rutland branch had double-daily service (the Sunday trains being those from Albany mentioned above, although there was only one west/southbound Sunday train). There was also double-daily service on the R&W branch from Troy (via B&M trackage rights to Eagle Bridge) to Rutland, although oddly, the Sunday-morning train turned west at Castleton and went to Whitehall instead. There were five weekday services connecting the main line at Montcalm Landing (the station known in the 1950's as Fort Ticonderoga) into downtown Ti, but no Sunday service. (No doubt in summer at least some of these trains ran on Sundays and

went on to Baldwin at the north end of Lake George, but in February there was no need for connecting service for the LG boats.)

The Ausable Forks branch also had two weekday trains out of Plattsburgh, at relatively convenient hours; clearly the decision to get rid of the trains by famously re-scheduling them in the wee hours had not yet been taken, though unless some unshown stops were made at Bluff Point, these trains had a habit of just missing connections to/from the south at Plattsburgh.

Also out of Plattsburgh was service on the Lake Placid branch, also weekdays only; a morning train to Standish, just west of Lyon Mountain, and an afternoon local all the way to LP; eastward, the through train was the morning trip and the Standish train the afternoon. On the whole, these trains made much better connections in Plattsburgh than did the Ausable Forks trains. On the far end of the branch, there were shown one daily and one weekday Saranac Lake-Lake Placid trips; these were really NYC trains from or for Lake Clear Junction and connections south. (Oddly, the NYC showed three more daily and one more weekday Lake Clear-Saranac trains, with connections both north and south, but only these two continued on over the D&H to Lake Placid.)

Back in the Capital District, there was a fair amount of service on the main line through Schenectady, though only on weekdays. A morning Delanson-Mechanicville trip was matched by an evening return southbound; there were also morning trips from both Mechanicville and Delanson to the Electric City, with afternoon returns, an afternoon Schenectady-Delanson turn, and a midday Schenectady-Saratoga roundtrip. All of this gave three services each weekday from Schenectady to Delanson, two to Mechanicville, and one to Saratoga. All except the first northbound and last southbound Delanson train, and the southbound Saratoga train, gave quite convenient connections to trains to and from the north (Saratoga and Mechanicville) and south (Delanson); the southbound Saratoga train did have a connection from the north, with about an hour's layover. There were no Susquehanna Division connections at all (barring hours' worth of layover) for the first-and-last Delanson trains mentioned above.

On the Susquehanna Division, service was far more profuse than in later years. There were four weekday and two Sunday Albany-Binghamton round trips. The morning northbound and afternoon southbound carried a cafe-parlor in addition to coaches, and the very-early (4:05) morning northbound and late-night (11:30) southbound trains carried an Albany-Chicago

sleeper for or from the Erie. Since these trains didn't run Sundays, the sleeper had an odd, except-Friday night departure from Chicago; the Friday night departure turned at Salamanca. These were joined by three weekday Albany-Altamont trips, mostly in commuter hours, a daily Binghamton-Sidney mixed-train roundtrip, and a one-way morning Oneonta-Binghamton local.

The Cobleskill-Cherry Valley branch had three weekday and one Sunday trains, and the Cooperstown branch, shown in the D&H listing as the "Cooperstown & Charlotte Valley RR", had two trips a day from Oneonta. The Schoharie Valley Railroad, shown in the D&H listing with a separate heading (consisting entirely of the name of the road and its VP-General Manager) had two weekday Schoharie Junction-Schoharie trips.

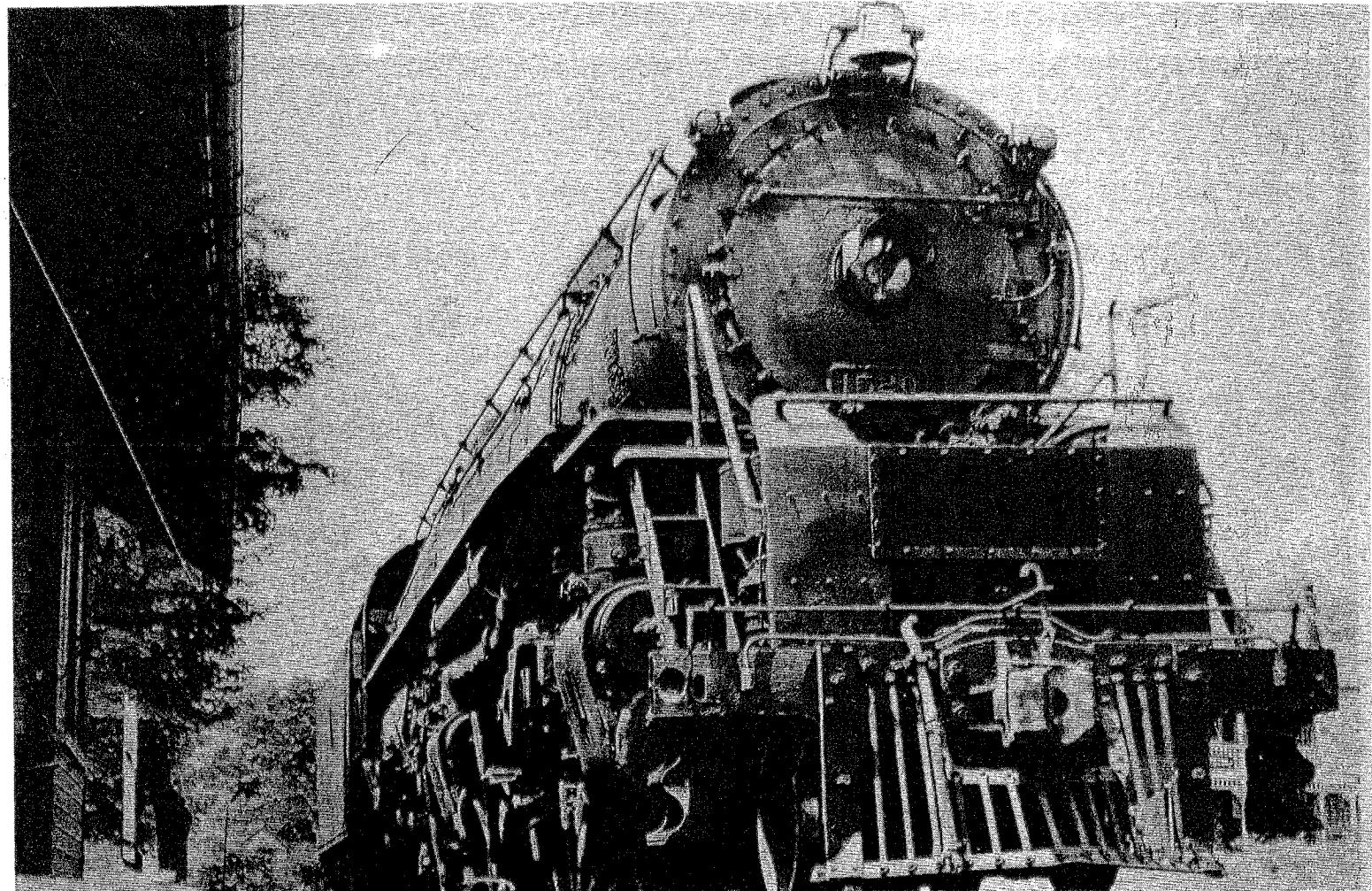
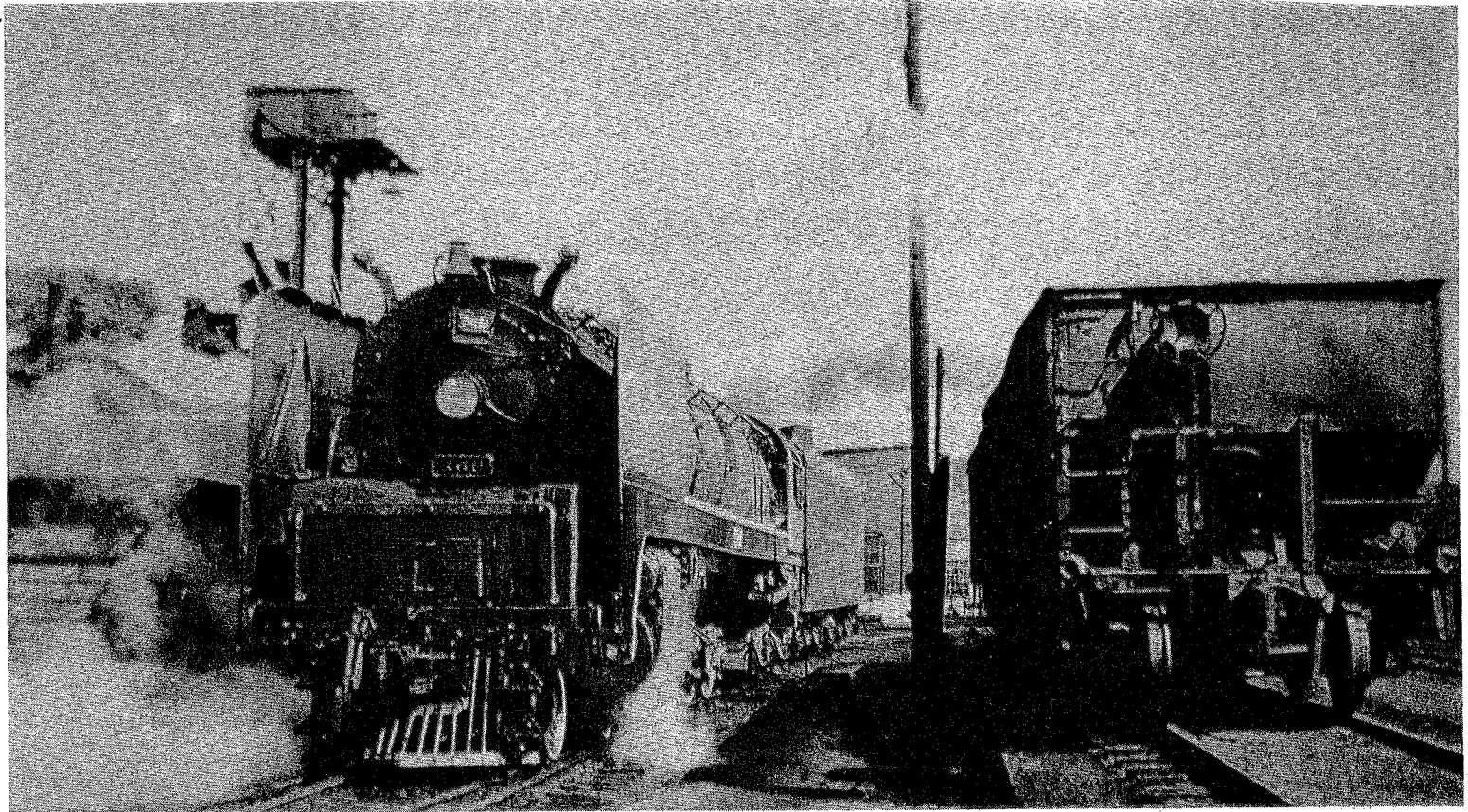
The Pennsylvania Division also had a flourishing passenger service at that time. There were four trips daily between Wilkes-Barre and Carbondale, one of which ran on to Nineveh to connect with Susquehanna Division trains, and a fifth weekday trip. Three additional weekday trains ran only between Scranton and Carbondale. A somewhat puzzling morning Nineveh-Windsor round trip ran on the far north end of the division, connecting with not much of anything on either the Penn or Susquehanna divisions, except for a half-hour connection from the northbound to the northbound Binghamton-Sidney mixed.

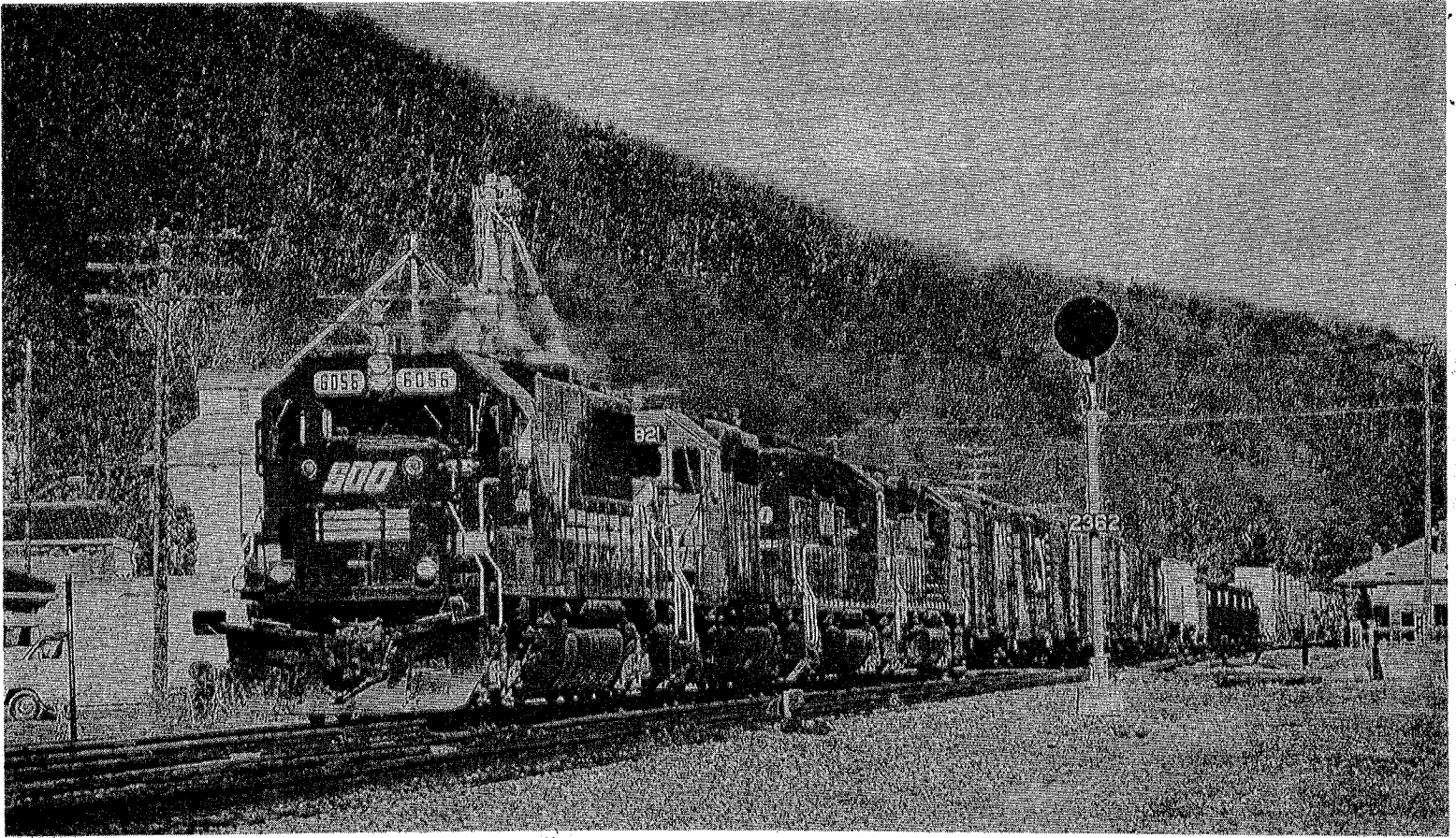
Even the Honesdale branch had passenger service, two weekday and one Sunday round trips from Carbondale. (The main also showed a daily Carbondale-Brandt service, which was actually an Erie train heading for its main line at Susquehanna; Brandt, south of Lanesboro, was the last station before the Jefferson Connection leading up to the Erie main. In return, the Erie's listing for the line (which was then owned by the Erie) showed the D&H's weekday, but oddly not the Sunday, Wilkes-Barre to Nineveh train between Lanesboro and Carbondale.

Presumably tickets from either road were honored on both trains, since each showed the other's service, but there was no specific indication that this was so.

continued on page 32

Photos on page 21:
Top: Class K Northern-type engine #300 has its cylinder cocks opened after being serviced. From Bob's Photos; collection of Jim Bachorz.
Bottom: Challenger 1520 pauses at the Thompson, PA depot in July 1950. Howard Fogg photo. Klinger collection, Denver Public Library; courtesy of Tom Gillen.







Reminiscing

by Rev. Walter F. Smith

Via in the plague year

Three things recently made me want to cross the St. Lawrence and once more visit my favorite train watching spot, Brockville, Ontario.

This spring has brought to Toronto, courtesy of some long-distance travelers from Asia, the outbreak of Severe Acute Respiratory Syndrome (SARS). Most people know that the World Health Organization slapped a travel advisory on Toronto – advising people not to go there except when absolutely necessary. This caused the Mayor of Toronto to utterly lose his cool!

The number of SARS cases had actually been small, and His Honor knows quite well that 20% of the very lucrative Canadian tourist trade involves Toronto. The advisory was lifted after a couple of weeks, but the damage was done.

An e-mail from VIA Rail offered trips to Toronto at half fare. The city was offering other incentives to just come, visit, and spend money! I wanted to see if the SARS scare had affected VIA's passenger loadings. Also, one of the hobby magazines had written that in the corridor some of the new NightStar passenger cars were

said to be making up the consists of certain trains. Apparently the overnight *Enterprise* has had these cars for a while, but that train calls at Brockville after dark, except for a brief period in June.

My odd third reason for going was to hopefully photograph one of the Coe Rail high-cube boxcars that are lettered for the New Brunswick Southern. I have a hankering to paint an HO model and put it on my layout. A company in Maine is offering the decals.

May 18 turned out to be our first summerlike day. Armed with Tim Horton's coffee, we arrived at 1700 hours at VIA Rail Brockville. Almost at once, we had an eastbound freight with 116 cars behind two CN 5600's. It had a long cut of covered gons, three boxcars from the Northern Alberta Railway (fairly rare), and next to the last car, a GO Transit coach on its way to Montreal for repairs. This job was followed 25 minutes later by Extra 2404 (plus two) east, with a mile of double stack international shipping containers, probably with Halifax as a destination. I noticed how frost-heaved the crossing at Perth Street had become over the winter, and seeing the bounce these huge CN units took was quite a thrill!

The VIA Rail GE's which came later didn't seem to have quite the bounce. I wondered why the freights didn't break an air hose or uncouple. Actually, the freight speeds seemed to be lower than we have observed in the past.

Almost at once came my answer about VIA passenger loadings. The non-stop from Montreal to Toronto came west with a GE and five LRC cars. This train was usually seven or eight cars in length on the weekend, and has units on either end.

About 1800 hours, there are usually two trains which use CP's Brockville Sub on their journeys between Ottawa to Toronto. Generally, the westbound comes first; the eastbound waits in the yard west of town. After the other job departs, the eastbound comes in and does its station work. Tonight there was no westbound.

The eastbound came ten minutes late, with GE #912 and eight LRC cars. After his station work, he departed for Ottawa. Although the westbound was advertised on the station board, it never came. My surmise is that with passenger loadings way down, VIA decided to combine the earlier train with a westbound which comes about 1915 hrs. This was reinforced a few minutes later when a nonstop Toronto-Montreal

job blasted past with another GE and but four cars. This express usually rates six or seven.

At 1922 hours, we finally had a train from Ottawa, with GE #906 leading seven LRC cars. This led to a couple of interesting platform dramas. An hour earlier, the agent had wheeled out a portable lift, which is normally kept in the baggage room. He now rolled an elderly woman in a wheel chair aboard, cranking up the platform. Once at the open door, a ramp from the lift was lowered across the gap, and the attendant wheeled the woman into the car. Also waiting for this train was a man on crutches. He was having a terrible time trying to get a useable foot on the first step of the coach. In a lapse of service rare on VIA, the car attendant had not put down the step stool. Once it was placed on the platform, the man on crutches disappeared into the coach.

With this train gone, I still had not seen any of the new cars and only Train 69, the workhorse local from Montreal, remained. The crossing lights came on and the gates went down. CN 2514 swept east with three other units and a long train, which seemed to be mostly empty platform and intermodal flats being returned for loading. This lengthy train had perhaps twenty containers and piggyback cars; all the rest were empties.

The agent said Train 69 was on the money, and minutes later it arrived. Was I glad I stayed! It did not have NightStar cars, but behind the F40 was a beautifully decorated dome coach. It was a full length skytop car, probably one of the coaches from the ill-fated BC Railroad's *Whistler Northwind*, which were picked up by VIA when all BC service ended. The car has been very creatively repainted in a cream and green scheme.

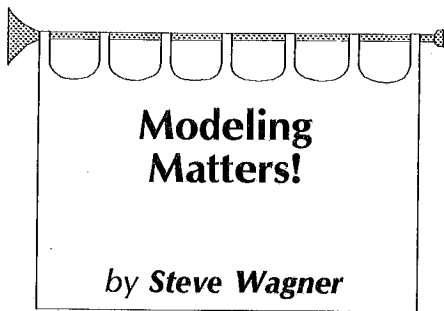
I called to the car attendant standing in the door, "Two tickets for Vancouver!" He replied, "That's where it's going. Isn't it a beauty?" I affirmed that a beauty it certainly was. Behind the skytop car was Canadian sleeper "Chateau Rigaud", dead-heading to Toronto. Behind that was the regular consist of 69, a VIA One car and three coaches, all of them stainless steel Budd creations, recycled from Amtrak by VIA.

As we drove home, I reflected that I had not seen a New Brunswick Southern high cube or a NightStar car. But VIA and CN had given us another fine evening.

DLH-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS-DRIE-BLHS



photos on page 22:
Top: On a blustery March afternoon in April, 2002, westbound CP/D&H mixed freight 167 roars towards Buffalo, NY, out of East Binghamton on the scenic Southern Tier (nee Erie, now Norfolk Southern) line at Owego, NY. Soo SD60 6056 leads three CP SD40-2's on this heavy train, one of the few daylight D&H trains that traverse this historic line each day. Photo by Gary Schermerhorn.
Bottom: RS2's 4021 and 4024 head up a long Train 9 at Montreal West, Quebec on April 29, 1953. Courtesy J.R. Quinn Photos; collection of Jim Bachorz.



D&H E6a in M.R.

The June **Model Railroader** with Chuck Yungkurth's S scale drawings of a Delaware & Hudson E6a 2-8-0 steam locomotive has several clear photographs accompanying the photos. One, by the way, provides support for the belief that D&H hopper cars were boxcar red, not black, in the 1930's and early 1940's: the one in the photo of a train certainly looks lighter than the black Reading hopper just behind it.

Yungkurth recommends starting an HO or N scale model of this type with Bachmann's Reading I-10 Consolidation – also a very heavy 2-8-0 with a wide Wooten firebox. He says the hardest parts of the project would be making a new cab and finding or making a tender like what the D&H used. I don't really look forward to scratchbuilding the D&H's characteristic outside ash pan hoppers, either! The original Bachmann HO model wasn't a very smooth runner, but Bowser has sold a replacement mechanism for it. I don't know about the N scale version.

D&H E5a's redivivi

As "Swap Shop" ads in the last three BLHS *Bulletins* have indicated, a small run of HO models of these huge freight haulers is being produced. These were initially made a few years ago by David B. Grover, doing business as Bradford Locomotive Works. They're basically resin castings atop Bowser mechanisms. Although considerable metal is incorporated in the resin boiler, the models are still relatively light, so they can't pull as many cars as similar locos with cast metal boilers. Veteran modeler and D&H expert Carl P. Munck, Sr. reviewed these locos in both RTR and kit form in the July 1992 *Bulletin*. Phone calls have established that the new run will all be ready to run.

I bought the kit for the #1112 years ago, but haven't yet started building it. David Grover has advised me not to let it intimidate me but to take it one small step at a time. Probably, it'll be a project for my retirement years, like the South River Model Works kit for the D&H's Cambridge, NY passenger station.

BLHS web site does steam!

On April 26, many new D&H steam loco photos were posted at bridge-line.org, our society's web site, bringing the total to 87. A great many were taken by Jim Wright. Many have captions; I suspect the others may also have them soon. The site is maintained by webmaster John A. Shaw and Neil C. Hunter.

Voting for D&H steam

The June **Model Railroader** has a "think" piece in which its editor indicates which ten locomotives he'd most like to see produced in model form. A longer version was posted at trains.com, incorporating thoughts from several MR staffers. Bound into each copy of the magazine was a card for voting for one locomotive, along with directions for voting from the web site (modelrailroader.com), which would require entering the code number from the card.

I was torn between the attractions of two different classes of Delaware & Hudson steamers. One is the Northerns, dual service locomotives that could work on any part of the railroad's main lines, and among the most beautiful locos ever built – which I think was also true of the D&H's Challengers. But, partly because a brass model of the 4-8-4's has been offered (by Nickel Plate Products, and apparently it's possible to rebuild the mechanism for acceptable performance), and partly because a smaller engine would work better on my rather small layout, I ended up voting for a rear-cab Ten Wheeler. Engines like those that often powered trains on the Lake George branch as well as the local passenger runs between Carbondale and Wilkes-Barre. I'm not holding my breath while waiting for a manufacturer actually to model this prototype, however.

More D&H hoppers in N

Atlas is producing four more fishbelly twin-ribbed hoppers lettered for the Delaware & Hudson. One will be made in each of the two liveries already offered: "as built" (early 1940's) boxcar red with the plain script "The D&H" at the left, the circular "A Century of D&H Anthracite Service" herald on the right and no road name, and "1956 style" black with a large road name. The other two will have a paint job similar to the first, but the cars will be black and have a tiny "THE DELAWARE & HUDSON R.R." just under the reporting marks and above the car number.

Rob Pisani of Atlas e-mailed me May 7 to ask the proper color for the new livery, and I said I was sure that after World War II the cars were black. I cited photos in Chuck Yungkurth's "Delaware & Hudson Steam In Color". I referred him to Jim Odell as well.

Just after answering Rob, I spotted on eBay what must have been a very old Ulrich HO all-metal fishbelly hopper, lettered as D&H 5737 and painted red rather than black (the seller called it brown). A similar black car in another ad was D&H 4763. It would be interesting to look at any "built" or "new" dates on the models – IF the small lettering were legible.

The boxcar red car will be Walthers #150-41116, the one with the billboard lettering -41166 and the two in the newly done scheme -41221 and -41222. Each will list for \$13.95; they're expected in September.

O scale modelers can hope for models like this, I guess, since Atlas O also has made this type of car, some in the red D&H "as built" paint scheme. Would I ever like to see these made in HO, by Stewart (which has a reasonably good model of the car type and has painted it in several other D&H paint schemes) if not Atlas!

Black panel sides?

Bob Cooper e-mailed me, saying Accurail is getting ready to produce its HO kit for a USRA hopper rebuilt with panel sides with Delaware & Hudson paint and lettering. The question is, should it be black or red? He and I would like black models, on the theory that some of the real cars lasted into the late 1940's. If anyone has a photo showing such a car that's definitely black, please inform Eric Cote via e-mail at Accurail.com.

News from Hom

Member Ben Hom reminded me in an e-mail message that the brass HO Delaware & Hudson Seley hoppers offered years ago by the Old & Weary Car Shops are still available; see theoldandwearycarshop.com for information.

That's true, but the last time I looked they were being sold at their original list price, which I find a bit high. The same cars can sometimes be bought more cheaply on eBay, for instance from Uncle Dave's Trains.

Ben also mentioned that since the HO USRA hoppers in Accurail's "builders' series" are lettered "as built", they carry a lot more data than was typical from the 1930's on.

HO D&H Center Flow

Among the upcoming models announced by Accurail on or about June 4 was a bright red three bay ACF Center Flow covered hopper with yellow D&H reporting marks and solid shield herald with border. It's due in July, Walthers #112-2067, \$10.98 list.

I think the model represents a prototype slightly newer than the Erie Lackawanna

cars the Delaware & Hudson acquired when Conrail was formed in 1976; the main difference is the horizontal stiffener at the top of the sides. The older style made by Atlas would be fine, but the Accurail car does have the right number of outlets – unlike the four bay Athearn car Bev-Bel painted in this scheme – and, judging from the drawing posted at accurail.com, it has ampersands of the unusual style the D&H routinely used.

Accurail will also be making a yellow Center Flow, but apparently with black rather than the classier green Vermont Railway herald and lettering.

HO Napierville Junction RS2's

An e-mail from All-American Trains of Kaarst, Germany on May 6 announced "Canada exclusive" Proto 1000 models of the N.J.'s only two diesels. (The N.J. was the Delaware & Hudson's Canadian subsidiary; RS2's 4050 and 4051, built by the Montreal Locomotive Works, were used in freight service.) The first report said they'd wear their original paint scheme: black with yellow lettering, without specifying whether they'd have safety stripes on their ends. A later statement from Pacific Western passed on to me by Ken Walton said that the 4050 would have the end stripes, but that the 4051 would be in the NJ's version of the blue, gray and yellow lightning stripe livery. Sounds good to me, but I haven't yet (June 5) been able to get confirmation.

I also still don't know whether the RS2's will have free-standing hand grabs, as some Canadian-designed "Proto 1000" models have had.

List price will apparently be \$139.95 U.S per loco. Canadian Model Trains (modeltrains.com) is taking orders for them at US\$80 each. The engines may be delivered by December.

For true fans of our northern neighbor's railways, the other liveries being offered are four Canadian Pacific versions (original maroon & gray, same colors with block road name, ditto with script, CP Rail red with Multimark), three Ontario Northland (two in their original green with white and yellow stripes, one with red lettering), and two Roberval Saguenay (one original maroon with aluminum stripes, one yellow with maroon stripe).

O scale D&H roundhouse

Atlas O has officially announced its new roundhouse. Like the HO and N scale kits Atlas has made, it's a much compressed version of the Delaware & Hudson's former roundhouse in Binghamton. It will list for \$179.95 and is expected in October.

New NJ HO covered hoppers

Bowser has painted and lettered its "closed side" covered hopper kit for the Napierville Junction: silver with blue lettering and yellow and blue maple leaf herald. It's available in three road numbers; Walthers #6-56121, MSRP \$12.

The D&H transferred several of its older covered hoppers to the N.J., its Canadian subsidiary, in the early 1970's. The photo of the model at the Bowser web site looks like the car with the same number in the "D&H Color Guide to Freight and Passenger Equipment".

New D&H HO hoppers

Bowser has also issued its 100 ton triple hopper kit in a new D&H paint scheme, with a large road name in Roman lettering. It's shown in a photo posted at bowser-trains.com and in ads in the June **Model Railroader** and **Railroad Model Craftsman**. It comes in three road numbers; Walthers #6-55125, \$12 list each.

I haven't seen any of the real cars painted like this, either "live" or in photos, but I'm not sure the paint scheme is fictional. It does seem odd that the ampersand in the road name is the unusual one the D&H usually used, while the one in the reporting marks is standard Roman, but our favorite railroad sometimes did "mix and match" styles of lettering on the same car.

Bowser's 100 ton hopper is a particularly well designed and detailed kit. The modeler hides the metal weights between the styrene body casting and the slope sheets, which have proper bracing – very rare in HO.

Easier Westerfield D&H cars

Westerfield's resin kits for 40' USRA single sheathed boxcars now come with a one-piece body casting. The kit with Delaware & Hudson decals is #3309, \$30. The D&H was forced by the U.S. government to accept 500 of these cars in 1920; it rebuilt the cars (with bracing of a different cross-section) in 1937, and some ran into the late 1960's. Al Westerfield notes, "The kit covers the car up to rebuilding, but with some 'bashing will reach to scraping."

New Kadec D&H boxcar

Delaware & Hudson 20010, a 40 ft. PS-1 with 8 ft. Youngstown doors, was among the three new HO models announced by Kadec May 19 and listed as "arrived" at walthers.com on May 29. It's lettered as built 1956, with the large road name and circular Bridge Line herald, a livery already replicated on the same type of car by the maker. Walthers #380-5248, \$27.95 list.

This is the seventh D&H boxcar Kadec has produced. Only one of the others is

still in stock at the manufacturer: #380-4056, 19511, painted as built in 1952 (small road name and Bridge Line herald). Sold out are -4004, 19114, repainted in 1957; -4010, 18570 as built in 1950 (plain script "The D&H" and tiny "The Delaware & Hudson R.R." between the reporting marks and the car number); -4042, 18661, repainted 1964 and -4051, repainted 1963 (both with double shield herald); and -5215, 20244 with 8 ft. doors, as built in 1956.

These are among the best detailed freight cars made in HO scale.

Domes delayed again

According to walthers.com May 29, the firm's HO models of Budd-built dome cars originally expected in May probably won't arrive until August. As Doug Lezette commented, no wonder we haven't seen a photo of the model! He's still hoping for one based on the Canadian Pacific's "Skyline" series like the two the D&H leased for the Adirondack, or else a Wabash prototype like the two Amtrak used on the same train afterwards. I think the model will be of the CP cars, matching the prototype photo Walthers has used in several ads and publicity pieces.

Real sleepers

At the end of May, walthers.com changed the expected arrival date for the Milwaukee firm's HO New York Central smooth-side 4-4-2 and 6-6-4 sleeping cars from May 31 to June 13.

Member John Bartley, who decades ago could recognize individual NYC steam engines by their sound, e-mailed me that the Central did have 35 4-4-2 sleeping cars in its "Imperial" series, delivered in 1941. They lasted into the 1960's, so it's possible some may have run on the *Montreal Limited*. On the other hand, only five railroads owned 6-6-4's (six sections, six roomettes and four bedroom), and the only one east of Chicago was the Erie, which added four cars to a Union Pacific order. On both railroads these sleepers had names in the "American" series. John reports, "I rode one of the Eries to the Chicago Railroad Fair in 1948, looking out the small upper berth windows."

Atlas PS-2's in HO...

On May 2 Walthers posted many two-bay PS-2 covered hoppers as expected from Atlas by September 30 at a list price of \$13.95 each. Atlas posted its own announcement May 6, with photos or drawings of most of the cars.

Two road numbers each will be produced for the new paint schemes: American Potash (with Trona herald), Boraxo (billboard, with can), Central of Georgia (with green lettering), Chicago & NorthWestern

(one gray, one green with yellow M&StL reporting marks and the Employee Owned herald), Clinchfield, Imco (International Milling?), Kerr McGee, Lehigh Valley (gray with black lettering), Penn Central (green), Rock Island (blue "The Rock" in just one road number) and Wisconsin Central (gray with maroon lettering).

One new road number each will be offered for Cotton Belt, Great Northern, Lehigh New England, Maine Central, Norfolk & Western and Southern. Two new numbers will be made for Northern Pacific, previously sold only in a three-pack and/or train set.

These are very nice models. Atlas has painted them for the Delaware & Hudson in two paint schemes (a gray one with "solid" black shields that need curves added to their sides, and a silver one sold in a three-pack with an extended-vision cupola caboose and a blue offset hopper assigned to carry glass from Oneonta for recycling at Corning). Strictly speaking, to duplicate the slightly older version the D&H had, the outermost rib on each end of the side should be a channel section instead, as on the somewhat less refined MDC Roundhouse HO model.

... and in N

A day later Atlas posted a similar announcement about N scale cars.

Among the models produced with new road numbers is a gray Delaware & Hudson car with "solid" black shields. As is true for the HO version, curves should be added to the straight parts of the shields' sides.

Other new road numbers are for American Potash, Chessie System (WM), Conrail, D&RGW, Great Northern, Imco, Norfolk & Western, Southern, Southern Pacific, Western Pacific and Wisconsin Central.

New paint schemes are Boraxo, Chicago & NorthWestern (gray), green with yellow M&StL markings and C&NW Employee Owned herald, Clinchfield, Lehigh Valley, Maine Central, Milwaukee, Northern Pacific, Penn Central, Rock Island (gray) and The Rock (blue).

Each decorated car will list for \$9.95, an undecorated one for \$8.95. Estimate for delivery is September.

Sweet on the D&H

D&H two-bay PS-2's carried not just cement and talc, as noted in the "D&H Color Guide to Freight and Passenger Equipment", but also sugar. I doubt, however, that the same car could carry all three consecutively without a thorough cleaning! I saw D&H cars marked for sugar service in one of the Boston & Maine's yards in Somerville, MA in the early 1970's. They were coupled to similarly-marked B&M PS-2's that were a much darker shade of

gray. At that time the B&M served two sugar refineries in the Charlestown section of Boston. I'm not sure whether sugar arrived at or left the refineries in railroad cars - or conceivably both.

D&H HO 4-pack

At the Hub Division's train show in Mansfield, MA on May 17, I finally got a look at the three boxcars and caboose that Model Die Casting has painted for the Delaware & Hudson and is selling as a package. As I suspected, I wasn't very impressed. The most authentic-looking of the lot is the 40 ft. "modern" boxcar painted as an ex-EL food service car. The other two boxcars carry numbers that probably were worn on the D&H by PS-1's, which the models definitely aren't. The "Northeastern" caboose is less detailed than the Proto 2000 model, has no end windows - the D&H's ex-LV caboose had portholes - and is numbered 35807, like the unique hack converted from an ore car! This one I'm passing up.

Surprising camelback

At the same show, a group of modelers from Rhode Island were running a modular railroad built to 1/4-inch scale but 30 in. gauge track. The neatest locomotive in use, in my opinion, was a centercab 0-6-0.

What's the Mather?

Life-Like finally published, in its ad in the May Model Retailer, a photo of the prototype of the Mather boxcars forthcoming in its Proto 2000 series. It's a relatively low-roofed 40 ft. seven panel (counting the doorway) single sheathed boxcar. It strikes me as a possible candidate for kit-bashing into a Delaware & Hudson car; the ends, for sure, would have to be changed. So I'm ordering one undecorated kit (Walthers 433-30878, \$17 list) as well as a boxcar red one decorated for the Akron Canton & Youngstown, which was still using some of these cars in the 1960's. They're due in July.

Brace yourself!

Including the improved Westerfield kits and the Mathers, I count four groups of "outside braced" boxcars coming onto the HO market this year. The other two types are Dominion and/or Fowler cars. (I'm pretty sure that a Dominion boxcar was a Fowler boxcar used in Canada. If anyone out there knows better, please send me an e-mail or letter.)

As reported in the May *Bulletin*, models of wood, single-sheathed "Fowler" 36 ft. boxcars are expected this summer and/or early this fall, first painted for the Canadian National, then for Canadian Pacific. They'll have 5 ft. doors, "metal" roofs and diecast chassis for weight. Cana-

dian Model Trains is selling them for US\$27. These are limited-run items. Central Hobbies of Vancouver, BC, reported toward the end of May that they've been reclassified as Proto 1000 models and that only the most common variety will be produced.

Meanwhile, New England Rail Service (Don Valentine) has announced injection molded kits for "Dominion" 36 ft. single-sheathed boxcars built to the Fowler patent design. An ad in the June *Model Railroader* says the real cars were built from 1909 through 1923 and "many served right into the 1970's". Canadian National cars with 6 ft. doors, Hutchins metal roofs and ends with four braces each are due in July; Canadian Pacific cars with 5 ft. doors, flat panel metal roofs and ends with two braces will follow in September. Plans call for other boxcars and stock cars following prototypes of both transcontinentals to be offered later.

Judging from earlier NERS products, these will probably be well-detailed, unpainted styrene kits. (The firm is noted for making parts that can be used to turn the Rivarossi 12-1 sleeper into other types of Pullman cars; it also has castings that convert an Accurail 9-panel single-sheathed boxcar into a door-and-a-half car.) Remember that the paint jobs on the boxcars are just one color and that C-D-S has dry transfer lettering for practically all cars and locos used by the Canadian railways, in four scales. See newenglandrail.com for more information.

"D&H Steam In Color" shows several Canadian Pacific single-sheathed boxcars on the D&H in the early 1950's, presumably hauling newsprint or returning home for more. Almost surely some if not all were Dominion cars. At least one was so weathered that its lettering is virtually illegible.

The Delaware & Hudson had a great many 36 ft. boxcars of its own into the 1950's, but they were double-sheathed cars without "outside bracing" on their sides.

More modern Paper Train cars

Additional runs of the HO National Steel Car 50 ft. newsprint cars are expected from Life-Like Canada this summer. Canadian Model Trains is pricing them at US\$18.

Lackawanna locos

Modelers of Binghamton or Scranton may find one of Stewart Hobbies' latest offerings appealing: a powered FT A-unit and dummy B-unit painted in the DL&W's gray, maroon and yellow freight scheme. List price is \$185 for the set. As usual with Stewart's locos, the units are unnumbered.

Dating models

I allow myself to build or otherwise acquire railroad equipment from a broader time span (my lifetime) than fellow columnist **Bob Moore** does (not after 1975). But I share his desire that model manufacturers make it as easy as possible for hobbyists to learn the build and repaint dates of their rolling stock.

As far as I know, the major supplier of HO cars that does the most in this respect is Branchline Trains, which puts the applicable dates for its Blueprint and Yardmaster series kits right on their boxes, as well as posting them on its web site. Westfield gives thorough histories of the prototypes for his kits on his web site. Kadee gives both "built" and repaint dates on its web site for every boxcar it makes. Accurail puts the dates for many of its cars on its site, but not on its kits' boxes.

The latest supplier to provide this useful sort of information is Atlas, which has added built dates to its announcement of the HO ACF 11,000 gallon tank cars due in July. All the cars in this series have "as built" paint jobs, but repaint dates are being added where applicable in other listings, starting with the coming runs of HO and N scale PS-2 covered hoppers and 23,500 gallon tank cars (of which more anon).

More from Maine

Both of the ACF cylindrical early Center Flows produced in HO by Atlas for the Eastern Maine Model Railroad Club do in fact wear prototypical paint schemes. The club's May flyer, the **Katahdin Valley Courier**, states that the Maine Marine Products car carried fish meal (presumably for animal feed and/or fertilizer), not sea salt (for human consumption) as this column indicated last month, relying on a caption in a book. The Shurtleff livery is also real, and unlike the other firm, that company is still in operation. Both cars are marked as having been built in October 1964. As one would expect from Atlas, the paint and lettering are flawless.

Each car sells for \$18.99, one of each for \$37. Shipping is \$4.50 per order. EMMRC, P.O. Box 745, Blue Hill, ME 04614. Residents of Canada must remit in U.S. funds and add \$1 per order for shipping.

More HO Alco's

By May 12 walthers.com listed a group of S3 switchers as announced by Life-Like in its Proto 2000 series. The liveries will be Ann Arbor, Boston & Maine, Chicago & NorthWestern, Maine Central, New York Central, Pennsylvania, Penn Central and Southern Pacific (tiger stripes), plus undecorated. The B&M and MEC locos will be black with red and white stripes.

Judging from my P2K S1, these should be beautifully detailed and smooth running. List price will be \$110; no date of availability was stated.

More RS1's in O

Atlas O posted new liveries for its model of Alco's pioneering roadswitcher May 27: Jersey Central (dark green with yellow stripes), Milwaukee Road (orange and gray with maroon stripes), Rock Island (black with red "oval") and Susquehanna (maroon and gray stripes) in two road numbers each, plus one Limited Edition Atlantic & East Carolina (yellow, green, red and black) and undecorated.

Locos equipped to run on two-rail track with standard DC and ready for conversion to DCC will list for \$359.95 (Limited Edition ten dollars more), with Lionel TMCC including Rail Sounds \$399.95 for either two- or three-rail use (LE \$20 more). Delivery is estimated for October.

A very favorable review of the two-rail RS1 ran in the July Model Railroader. The one criticism in it and on the Atlas O forum was that the model has relatively high starting and top speeds.

No show in Toronto

By late May, concerns about SARS had led so many exhibitors - including Athearn, Atlas and Kalmbach - to pull out of the National Train Show scheduled in connection with the National Model Railroad Association Toronto convention in July that the NMRA canceled the show. The convention itself was still on, but attendance may be drastically lower than expected.

It's unclear whether this will result in delays to new product announcements that would have been made at the show or simply to their being made public in a different way.

Latest Atlas HO locos

On June 4 Atlas announced new paint schemes and road numbers - and new features - on its GE Dash 8 series locomotives. Perhaps the most important innovation is that the models will be available with or without digital decoders, which should allow modelers who don't plan to use DCC to save a little money.

B40-8's will be offered undecorated and painted as a GE demonstrator (red with yellow lettering and herald) and in two road numbers and one unnumbered unit each for Providence & Worcester (brown and orange) and Southern Pacific (gray and scarlet). B40-8W's will come undecorated with standard cab and with gull wing cab and decorated for BNSF with standard cabs (both red and silver and orange and green) and with gull wing cabs (red and silver). B32-8HW's will be sold undecorated and painted for Amtrak.

The B40-8W's and B32-8HW's, but not the B40-8's, will have working ditch lights. MSRP's will be \$119.95 each for B40-8's without decoders and \$139.95 with decoders. B40-8W's and B32-8HW's will list for \$119.95 each without decoders and \$149.95 with them. Delivery is estimated for October.

More HO F-M's

On May 6 Atlas announced a second run of HO Fairbanks-Morse locomotives identical to the one posted earlier for N scale. Due in October are H15-44's with early (Loewy-styled) body and cab with body-mounted handrails decorated for Denver & Rio Grande Western and Kansas City Southern, similar locos with sill-mounted handrails for the New Haven (green and orange), H16-44's with the early body but square-window cab and body-mounted hand rails for Pennsylvania, the same but with sill-mounted hand rails for Southern ("tuxedo" livery), and H16-44's with late body, square window cab and body-mounted hand rails for Lackawanna. Each version will also be available undecorated. These will be Master locomotives, equipped with dual-mode decoders allowing either conventional or DCC control. They'll list for \$149.95.

I finally saw the New York Central F-M's with the Loewy-styled cab May 17. What pretty locomotives!

New from Accurail

The most interesting HO 50 ft. boxcar kit from this maker I've seen in some time is a darkish green Gulf, Mobile & Ohio car with welded sides and simulated sliding doors; it wears the gracefully arched road name including the proper comma. Walthers order #112-5707, list price \$9.98. Also new is a 50 ft. dark blue Golden West Service (GVSR reporting marks) exterior post boxcar, #112-5621, same MSRP.

At least one of Accurail's recently re-issued 40 ft. double door boxcars wears a livery different from that of the same kit painted earlier for that railroad. The Great Northern car I bought years ago was fire engine red with a slanted road name in italic capitals; the new GN model is boxcar red with a small road name.

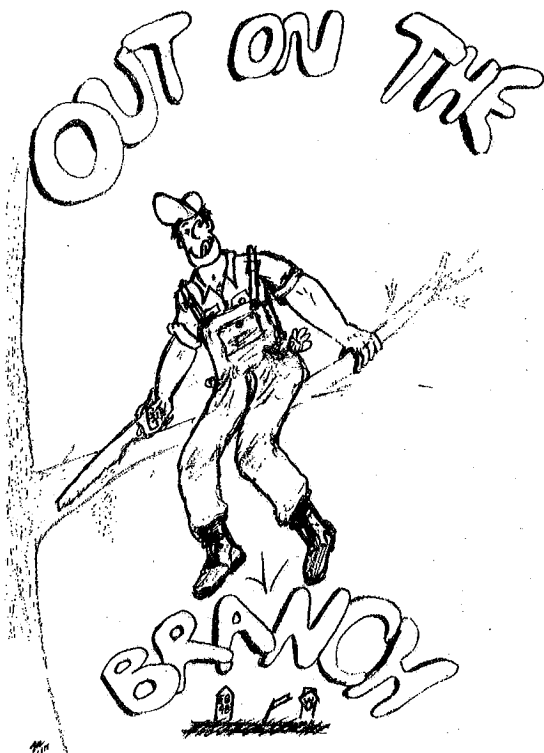
Accurail's latest open auto rack flatcar kits, double and triple deck, are yellow cars with green Burlington Northern racks.

Athearn HO RTR freight cars

On May 16 Walthers posted a large number of Ready-To-Roll models as expected by August 1.

Fifty-foot boxcars with Youngstown plug doors (based on the Details West tooling) will be painted for Boston & Maine, Burlington Northern, Norfolk &

continued on page 39



by Joe Durham

The big trip

Last Saturday was the BLHS annual luncheon at Oneonta. It was a long ride for us, not that it was the longest we ever did, but it seemed to be. The weather was clammy and wet. Combine that with 2-1/2 hours of riding in a vehicle and I might as well have invested in Alleve.

It was enjoyable for us to see everyone again, although it would be nicer if the weather was better and we all could mingle and visit somewhere after the banquet without rushing off to ride a train. As usual, good times go far too fast.

We headed up to Milford to catch the train behind Alco 3051 or 3052, but we got there just minutes too late. Inside the station, several remaining crew members and other employees were having a refresher class on hand signals and other safety or operational procedures. While a couple fellows were busy making noise down in the enginehouse, the C&CV's second Alco slumbered away there also, out of the rain.

It had been 17 years since I last drove the Milford/Cooperstown area. Back then, the blacktop crossings were paved over and dirt road crossings were filled in. An RPO sat rusting away, surrounded by young trees and brush on the wye at the junction. At Milford the 0-6-0 and plow sat rusting away, adjacent an ex-D&H C&CV 40 ft. boxcar spotted at the Agway, and a NYS&W RS1 slept peacefully in the enginehouse, kept company by several vintage D&H freight cars outside. At the time there also were a number of blue D-O 50 ft. boxcars spotted at Cooperstown depot.

Now I noticed that the Agway is gone, as are the 0-6-0 and RS1. There is a beautiful restored green D&H RPO sitting just south of Cooperstown's depot, of which I unfortunately couldn't get a picture.

We caught up with the C&CV train just as it was heading back south to Milford from Cooperstown. The unsightly "quick fix" paint job on the engine immediately made me want to volunteer to spray paint the entire engine properly, but I knew my health wouldn't allow it. The air whistle installed on the loco in place of a horn might "do it" for some, but I was unimpressed. Nothing sounds better to me than the vintage 3-chimers the 3000's and 4000's had.

The C&CV has a hands-on "engineer for a day" program, which I'm sure helps them gain revenue. This is a treat that I would hope that anyone considering it will do before it is ended, for who knows how long such will continue.

We had no idea that hotels/motels in the area would be expensive and full so early in the year. I was very glad that we could research our trips on the web beforehand. I have to thank our publisher for this possibility, as he brought me into the computer world deceptively, yet helpfully(?). Thus, we found a spotless, well-kept, attractive motel up in Richfield Springs; it was extremely reasonable and just minutes away from everything. A hard-to-find unadvertised local restaurant at the southern edge of town was nice too, laid back and definitely "local". We fit right in with my "Mycogen Seeds" hat. They put on huge portions at less money than home. We had so much left over we didn't have to buy breakfast, lunch, or supper the following day. For that, I'm giving the place a plug here: "The Wildlife Cafe". **Bill Kozel** would enjoy it; I had never before seen 14 and 16+ point deer, among other displays.

We didn't have time to ride the train Sunday, for the weather and the trip was raising holy whatnot with my back and leg. We visited the farmer's museum and the cider mill, and for my son, the baseball museum. I had a slow time getting around, even though I had ample-enough doses of "lube oil" pills. Just south of Richfield Springs along Route 28, I couldn't help but notice the rails still embedded in the tar, and the distinct trackless railbed through the area, much of it held down by a transmission line. Without referencing my "Kudish", I assume this was the NYO&W or U.V. East of here, I also noticed a well-kept trackless overpass on U.S. Route 20, which I assume is the Cherry Valley branch. Somehow we made better time

going home via Routes 20, 30, and 29, etc. than on I88 on the way down.

Spotting the "shield"

The day prior to the luncheon, I was headed to Hudson Falls. At 9 a.m. I spotted a medium-duty high-rail truck with D&H shields, heading north in reverse through Whitehall. When I returned at 11:30, the southbound board just north of the yard was solid red. The morning we left for the luncheon (Saturday), we passed through Whitehall around 9:30 a.m., and there was a long CP northbound freight switching out some cars from the yard's north end. Time restraints kept us from investigating, but as we passed the south end of the yard, my son pointed out there were southbound engines over there too. I quickly glanced through the brush to see at least two CP's with different paint schemes.

When we returned through the area late Sunday, there was a definite "paper train" seemingly awaiting pickup. It's rather sad to realize that the only things I'm seeing the shield on any more are trucks!

By the way, if anyone is interested in purchasing an original little red D&H Ford pickup, as commonly seen prior to the mid-1970's, I know where there is one nearby, and it still wears "the shield."

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

Boilerplate!

The feel of success

The line that divides pain from joy is extremely fine. You have to get close to pain before you experience pleasure. For instance, food tastes best when you are hungry. The \$5 bill which is found on the street by the penniless man exults him more than the \$50,000 profit made by the man who already has a million dollars.

Human beings are hard to satisfy. The father who seeks to spare his children all struggle thereby deprives them of the zest of life, because joy is the product of victory over obstacles. The mistake that fathers make is in thinking that economic independence is the source of happiness. The source of happiness is the fight and the winning of independence. The man who becomes economically independent through his own efforts, and has won out in a hard game, enjoys the feeling of security in contrast with his early sense of insecurity and weakness.

The feel of success and victory is one of the most delightful of all sensations, and unfortunately, no father, though he be as rich as Rockefeller, can pass this on to his son.

[Bagology - Reprinted from the May 1937 edition of *The Delaware and Hudson Railroad Bulletin*.]

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



Search for the Shield

*A Cataloging of Our Never-Ending
Search for the D&H Logo
edited by Jim Bachorz*

The Seneca Shield *by Roy P. Allen*

On May 16 I was walking the dog on Railroad Street (where else!) in downtown Seneca, South Carolina. NS mixed freight 153 came through, southbound with two NS C40-9W's and an ex-Conrail C40-8W. As a good railfan, I was counting the cars, and car 146 (three from the end), a yellow box, had the D&H shield! By this time the train was rolling at the 45 mph speed limit, and I was not able to record the car number, but I think the reporting marks were AOR.

I am not an expert on boxcar styles, but this one resembled #28322 in the "D&H Color Guide to Freight and Passenger Equipment", except it was yellow.

This is the first time I have seen the shield here in South Carolina, except for the #16154, which was here several years ago with a GE steam turbine rotor for Duke Power.

The Long Wait in Wildwood *by Rev. Walter F. Smith*

Fans acquainted with Florida railroading know that in northern Florida there are three major north/south trunk lines. On the extreme Atlantic side is the Florida East Coast. In the center is the old Atlantic Coast Line, now CSX, from Jacksonville through DeLand to Orlando. In the west is the old Seaboard Air Line, also a CSX line now, which goes west from Jacksonville to Baldwin, site of the major CSX yard in the Sunshine State, and from there south to Ocala and Wildwood. Everything else is branch lines and short lines.

In March we were visiting my sister-in-law, who lives about halfway between the

two CSX lines. The old ACL during the day seems to belong mostly to Amtrak. A daylight visit to any station from Sanford north will probably yield the *Silver Star*, *Silver Meteor*, *AutoTrain*, and on the right days, the *Sunset Limited*. There are freights, but they are sporadic, unpredictable, and often run after dark.

The heavy freight is on the old Seaboard at Wildwood. Having spent an afternoon at Sanford viewing Amtrak's predictably tardy limiteds, on March 14th I headed for Wildwood. This former Seaboard division point had once been a break point for passenger trains with both Miami and Tampa destinations. I knew from earlier years that there is a fair-sized yard with some switching, and without seeking them we had seen a couple of freights.

I left home in the pre-dawn hours, playing tag with delivery trucks on fog-bound Route 44. The former Seaboard track to Leesburg, which was later the Pinsley Florida Midland, is being torn up for a road project. At 0600 I was at the Wildwood Amtrak station. A man was standing in the waiting room door, a grubby affair at one end of the sprawling former SCL buildings. He said, "The train is an hour and a half late." He meant Amtrak's *Silver Palm* from New York, whose nocturnal (0443 hrs.) passage I had not expected to see.

A diner across the street promised coffee, but as I waited to order a whistle sounded to the south. By the time I had the car on U.S. 301, the power was in front of me and plainly not stopping. I decided to head up to the first side road and watch him by. He lumbered out of the fog with CSX 414-8605 and an impressive 131-car manifest. Probably northbound, many of the cars were empty, but the two units seemed to be laboring to maintain track speed on the undulating profile. Back in town I grabbed a Hardee's breakfast and sat in a public parking lot, which was made for train watching. Almost everything at Wildwood can be seen without trespassing.

Two cuts of power were in the yard: HLCX 6317 and CSX 8057; and CSX 2284-8925. Back at the depot, three crews had appeared and some of this power began to move. The all-CSX lashup became the yard switcher. 2284 appeared to be a former GP30 and is now marked, "road slug". But the slug has controls, for the engineer operated from this unit. The other cut with the HLCX power eventually went north on a ballast train.

A whistle blew to the north. The man waiting for the *Palm* grunted with satisfaction. He thought his nearly-two-hour wait was over. But what emerged from under 301's overpass were CSX 8131-8160-6395 and a manifest of 90 cars. Many of these loads were marked "molten sulfur", haz-

ardous code #2448, with some of the cars being bright yellow tanks. A first for me was a lumber rack carrying railroad ties.

After his passage, Amtrak could not be too far away. My companion turned out to be an interesting guy. A retired Fort Lauderdale fireman and hobby pilot, he had decided to take his first ever train ride to fetch a plane back home. It turned out he had been on duty that awful day in the 1980's when the *Silver Star* had sliced through a gasoline tanker at a grade crossing with tragic loss of life.

But now instead of Amtrak, whistles sounded to the south. Two AC units, CSX 313-104, came to a stop with a train of empty CSX and Conrail hoppers. This train did a quick crew change and in a few minutes was on its way toward Ocala.

Not every train changed crews in Wildwood, and other crews would arrive before I left. With the coal train gone, the ballast job edged out and followed him north. A friendly truck driver told us he would be working with the ballast crew all the way to Stark, two thirds of the way to Baldwin.

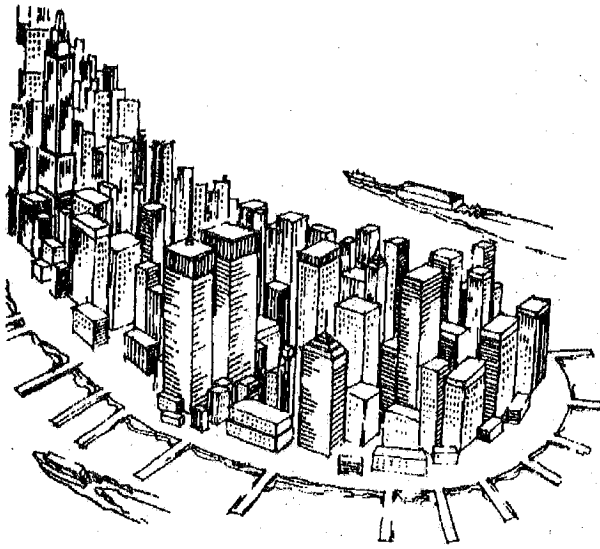
The yard crew began drilling cars, many of these from Saskatchewan Potash. Perhaps this mineral fertilizer finds big use in Florida orange groves. To the south a locomotive light came on, and a switcher painted basic white did a little drilling in a crushed stone plant.

I saw no evidence that anything survives of the Pinsley Florida Midland. Two women in a PT Cruiser drove in. Amtrak information told them that the *Palm* would arrive in ten minutes. Forty-five minutes later, the younger of the two asked the yardmaster if he could get some reliable information on the location of Amtrak 89. Now the real story came out: the train was still in Baldwin, because it had hit a truck. The engine crew, as policy requires, was taken out of service for mandatory drug and alcohol tests. A new crew had to be found.

Chitchat among CSX people told a sad and familiar story. A young man in a pickup was late for work. Now there is a family without a husband and father. (To be accurate, I never could independently verify the details. The Orlando papers do not seem interested in anything that happens that far away.) With this baleful information, I returned to Hardee's for a second cup of coffee. For an hour I sat alone in the parking lot, watching the yard crew cut and assemble cars. I even began to understand some of the accented dialogue. For example, "Fi mo" meant "Five more".

Back at the depot, one of the CSX people asked the waiting passenger who I was, and why I was taking pictures and notes.

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The Metropolis Monograph

by Robert A. Lowe

Amtrak

We left off last month with the restructuring plan for Amtrak, which definitely will require more state supervision and subsidy. This comes at a time when almost all states are facing extreme budget crises themselves. The Bush Administration has proposed that states provide half the costs of the NEC and more support of long distance trains traversing their states. According to one plan, Amtrak would be divided into an NEC Infrastructure Co. for NEC operations, and Amtrak operations for long distance trains. NY State has been providing \$125 million over the past five years largely on the Buffalo-Albany corridor. It also directly subsidizes the *Adirondack* to the tune of \$2 million annually.

It appears almost all states with current Amtrak service have been negotiating with Amtrak about continued service and larger subsidies. As an example, Illinois has three Chicago-St. Louis routes that require subsidies. Currently \$10.6 million is paid annually, but it appears in FY 2004, the amount will be \$12.1 million. The state DOT will be carefully monitoring O-T and customer satisfaction. Amtrak seeks to have states pick up all intrastate costs, as well as regional service, and possibly have multistate consortia share costs on common routes.

There are over one hundred pieces of passenger equipment sitting damaged in Beech Grove, IN. It appears fourteen of these will be repaired by September, with 90 more waiting. Repairs and heavy maintenance had previously been deferred. There is now better worker productivity (e.g. 1,400 air brakes repaired monthly vs. 520 previously). This is despite a workforce of 620, half of what it was.

Amtrak has suffered a loss of riders this year despite its incentives. For the first quarter through March 31, ridership dipped from 11.46 to 11.37 million. In March it was down 12%. This is attributed to continued concerns about terrorism and war jitters, reduced business traveling, and continued Acela problems. Revenues were down 10%.

The Bush Administration seeks competition to Amtrak. Workers are being made more productive. As an example, four more trips were added between New Haven and Springfield, with workers still working their eight hours. Menus have been rotated among runs to allow a better choice of meals. To date, some 787

workers have been cut. Equipment is being repaired to attract riders, especially over the summer.

Still, 25 Acela runs were cancelled in March, and replaced by slower Metroliners. Amtrak is employing MapQuest to allow riders to reach their station; many lines have a 25% discount on tickets bought on-line, and wine tasting started on the *Heartland Flyer*, featuring thirteen Oklahoma wines. The *Heartland Flyer* is one of Amtrak's success stories; it was 4 years old on June 14.

The New Orleans-NYC *Crescent's* ridership was up 11% in April. As a side note, all 550 seats on the special *Belmont Stakes Express* were sold out on June 7.

Maryland DOT purchased six HHP8's for MARC, tacked onto the same order as Amtrak, at a cost of \$36 million. But because Bombardier has not fixed the yaw dampers, they have sat idle for the past 18 months.

One of our members took the unadvertised run of the rebuilt Turboliners described last issue. But he found the seats hard, the lighting bad, and the equipment hard riding, with much rolling and bouncing, attributed to equipment too light and poorly engineered undercarriages.

On May 6, the Miami-bound *Silver Star* collided with a lumber truck in southern Georgia. The engineer later died and over 23 were injured when the engine and 10 cars derailed.

The *International* between Chicago and Toronto was truncated by trackwork between Port Huron and Lansing. Buses were substituted.

Industry news

A 15-mile freight line will be constructed in Houston, Texas to connect at Bayport

with the Houston Ship Canal. The cost will be \$85 million, and it will be operated by BNSF. This should alleviate freight congestion in the area.

CSX and NS have petitioned the NTS Board to allow them to assume direct ownership of Conrail in the Shared Assets Area. Since 1998, they have managed and operated CR jointly, but now seek direct ownership and control. This rather conveniently breaks down; CSX would own the old New York Central lines; NS would own the old Pennsylvania Lines, plus CNJ and Reading.

A new rails-to-trails project is the Clarion-Little Toby between Brockway and Ridgway, PA. The 18-mile former PRR railbed was last used in 1968, and track removed in 1972. It offers splendid views of the Clarion River, Toby Creek, and state game lands.

Norfolk Southern's Exhibit Car is now in its 33rd year. It will visit 17 sites along the NS system during 2003.

Rail freight news

In June 2002 I gave a lengthy report on attempts to build a dedicated rail freight tunnel across New York Harbor. This has been on the books since the 1920's, and for the past 20 years Congressman Jerrold Nadler has advocated for such a tunnel. Now MoveNY, a broad coalition of business, labor, and environmental groups, has taken on the cause, urging federal monies be used to construct such a tunnel. Cost is now estimated at \$7 billion.

Among the proposed contributions of such a tunnel would be diverting over a million truck trips; reducing air pollution and diseases such as asthma; cutting traffic delays; reducing wear on highways; creating jobs; and the new buzz word, limiting the risks of terrorism (however measured!). Currently only 2% of freight enters NYC by rail.

On June 22, intermodal service commenced to the Harlem River Yard, following an "administrative clearance". CSX will deliver 45 trailers of produce once per week under a 5th-morning delivery schedule from California. This should continue through the fall and has been long awaited.

9-11 aftermath

An architect is being sought for the design of a \$1.5 billion transit hub and new PATH station, which is not part of the contract let to Libeskind. Meanwhile, the "temporary" World Trade Center station is being rebuilt. It will be very utilitarian with steel beams, x-braces, and columns left in place. Most notable are the signature eight parallel escalators. There will be one entrance off Church Street, and still be

known as World Trade Center. The tunnels, which were filled with water for 40 days, have new tracks, signals, and power lines. Meanwhile, the rebuilt Exchange Place station in Jersey City reopened on June 29.

Metro-North Railroad

O-T% in March was 96, 95.8 west of Hudson, while in April, it was 97.4 and 97 west of Hudson. February's ridership was down 1.3%.

The viaducts are being finished at the Yonkers station. At Highbridge Yard in the Bronx, lead tracks and eight others were connected in April. There will be a canopy erected over the outdoor yard.

Three of the M7's were tested at GCT.

There will be an upgraded signal system on the NH line, allowing higher speeds (up to 80 mph.)

In August, there will be express service on the Pascack Valley Line after the Bergen Tunnel is returned to service.

Long Island Rail Road

In March, Mean Distance Between Failures (MDBF) of equipment was down to 33,431 miles; the goal was 41,700. O-T% in April was 95.4.

DM30 #506 continues under repair in house. The 518 is to be returned from Super Steel in August.

New Jersey Transit

On April 28, the new Union Station (cost \$24.8 million) opened on the Raritan Valley Line. It is expected to handle many riders from nearby Kean University.

Incidents: On May 12, an 18-wheeler hauling a load of horse manure ran a red light and swept in front of a Hudson-Bergen LR in Jersey City. It just "never stopped" according to witnesses, and the trailer was smashed into a V. The LR was shut down about three hours. Some feel there should be crossing gates (which are impractical and only at two locations) or crossing guards are needed. Anyway, that's no s**t.

On May 19, a crane on a barge sliced the electrical wires on the North Jersey Coast Line as it passed through an open swing bridge on the Raritan River near Amboy. Service was shut down in the morning rush hour.

New England news

In March, I wrote about the study of rail expansion in Connecticut. In April, hearings were held along the New Haven-Springfield corridor, which is 62 miles. It appears there is a push for two new stations in North Haven. Concern has been raised about connections to Bradley International Airport, plus Amtrak, M-NR, and the

Shoreline East, plus the New Britain-Hartford busway.

On May 4, the largest crane in North America was brought into New Haven harbor to lift a new rail bridge into place.

The Connecticut Eastern Railroad Museum at Willimantic is open for the season. It has a railroad village, FL9, Pfizer's SW8, a Budd SPV2000, a railbus, and coaches.

The Norwegian ship "Barkald" unloaded a load of coal at Providence, which P&W transported to Mt. Tom.

R.I. is considering rail commuter service south from Providence to North Kingston (Wickford) during road construction. Also under consideration is service to Newport, but that appears to be dependent on restored MBTA service to Fall River, Mass.

The Providence and Worcester operates local service in Connecticut. Local NR-3 serves the area around Putnam; NR-2 between Groton and Old Saybrook (especially Tilcon); and NRW to Worcester. From New Haven, (Cedar Hill); NH-1 runs to Old Saybrook; CR-1 to Middletown; CT-2, to Danbury; and CHFP to Fresh Pond Jct. (NYC), mainly with stone.

MTA

As a result of the audits of the MTA described last issue, it appears the MTA will seek to make financial information more available. Previously, a one-year budget had been prepared in November, and quickly approved for the start of the year. Now the process will start in July, with a final budget in October and comments in November with ratification. A 4-year budget will also be prepared. In addition, lobbyists with the MTA must be registered. It appears former Senator D'Amato played a significant role in the 2 Broadway negotiations.

If new federal guidelines are approved, New York State could lose upwards of \$300 million in mass transit funds. Basically because so many use mass transit in NYS, the gasoline tax revenues are lower. Some states pay much more into the Transportation Fund than they receive. NYS also diverts much of the allocation for highways and bridges to mass transit.

The Second Avenue subway could take upwards of 16 years to complete from 125th Street to Wall Street, at a cost of \$12.6 billion. In this interim, there will be much inconvenience with blasting and lane closures, construction trucks, retail closures, noise, larger areas around stations, and possible encroachment on parks.

New York City subways

New fares of \$2 per ride went into effect on May 4. A State Supreme Court

judge ruled the MTA had deliberately misled the public about its finances before it approved the increases, and ordered a rollback of the increases, but gave the MTA a chance to appeal. Thus, the increased fares have continued to date. Meanwhile, tokens are now passes, except for use on buses, which require an additional 50¢. Tokens can be redeemed in person at TA headquarters; 92,000 have been refunded. But there are still 48 million stashed away. Most will be melted down, but some may be used in the Subway Museum shop as souvenirs or for jewelry.

NYCT has encouraged riders to be suspicious. But in the first four months of a stepped-up program, there were 1,035 delays caused by riders making claims. Every one turned out to be a false alarm. In all of 2002, there were 1,026 claims.

More R142's arrived to allow nine trains on the #4 route. The R33's were removed from active service. They are the last of the Redbirds on the IRT main lines, and are being sent to the #7 line. Meanwhile, the R62's (Kawasaki), which have been the most reliable in the fleet, have served on the #4 for the past 20 years; they are now going to the #3.

The last eight R143's went into service on April 8. Some R40M's are now serving on the Diamond Q and N.

Internationally

On May 8, a passenger train in Hungary sliced through a double-decker tour bus, killing 33 passengers on the bus, mainly German retirees.

On June 3, a freight train and passenger train collided head on in Spain, with 19 passengers killed. It was Spain's worst rail accident in 25 years.

On May 15, 38 persons were killed in a train fire in India.

On May 14, a French court rejected the lawsuit brought against SNCF for its role in transporting French Jews to their deaths (see May issue). The 10-year statute of limitations was cited.

On May 13, French workers went on strike, mainly over complaints with overhaul of the pension system. Two-thirds of the trains were cancelled.

Through mid-June there have been exhibits of trains along the Champs-Elysees in Paris. One is TGV 531; another is a steam engine from 1844. There were mockups of future trains to be built by Siemens, Alstom and Bombardier.

Trains in Europe offer more legroom and better service than planes. While the price is relatively comparable, the travel time from center to center by train is much less, assuming long check in delays and baggage claims on the planes.

In September, the new tracks between London and the Chunnel will open. Eurostar has captured 64% of the London-Paris travel business, and 47% of those going to Brussels.

The TGV is an electric operation, with signals transmitted through rail. However, shortcomings are the reservation system and an incompatible track gauge in Spain.

The London Underground has long been running under Code Orange. Since the IRA bombings of the 1970's, trash cans have been removed and riders feel a bomb could go off at any time. There are CCTVs and security checks, and any unattended bags are checked.

Follow up

On May 29, Conchita Link, the widow of O. Winston Link, was arrested after she sought to sell 31 of his photographic prints on eBay. Link died on January 27, 2001, and his ex-wife had served five years in prison for the theft of the prints, numbering nearly 1400. The prints had not yet been found, and she claimed to not know where they were.

An alert antiques dealer in Millerton, NY notified police, and Link and her new husband, Edward Hayes, were picked up at their Gettysburg, PA home, where 1350 prints were found.

Link's photos document more than the N&W in the 1950's. Even if considered contrived, they showed a previous generation and American life of 50 years ago.

Rails and ends

There are some 720 proposals for use of the High Line on the West Side of NYC. Friends of the High Line received proposals from 38 countries. Some ideas: a cow pasture, a string of shops, a 7,920-foot swimming pool, and wild flower meadows. However, it is questionable if any can be built.

A water main will be constructed for 13 miles along the old NH Maybrook Line from Poughkeepsie to near East Fishkill. It is also noted that the railroad along the Hudson largely destroyed marshes when they lost their connection to the main channel. This was done, of course, over 100 years ago.

In closing

The May 25 **New York Times** featured "Defending the Right Not to have a Good Day". This of course concerns curmudgeons. Some highlights:

- Andy Rooney of CBS News is considered curmudgeon-in-chief.
- It is noted that the best known cranks are aging, our publisher and Simon Cowell to the contrary. But it is hard

to document the exact number, as "few curmudgeons will cop to their curmudgeonness".

- Curmudgeons don't pick their battles, they fight every battle.
- About 25-30% of Americans are defensive pessimists, the foundation of a curmudgeonly attitude.
- Curmudgeons should get in touch with their inner negativity and embrace it.
- What are needed are the right nutrients to grow a curmudgeonly attitude.

Errata

Last issue I transmitted an uncorrected copy with two mistakes about the NY Cross Harbor. First, the ancestor operation was Brooklyn Eastern District Terminal; second, biosolids are about 15% of the cargo.

Thanks

Thanks this month to Marjorie Anders, **George Chiasson Jr.**, Tony Riccio, 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 E. 116th St., New York City, NY 10029; e-mail rlowe@rbsec.org).

Let's Talk It Over from page 20

Even D&H's subsidiary lines showed passenger service. The C&CV and Schoharie Valley have already been mentioned. The Napierville Junction showed double-daily service, the continuations of D&H No. 7 and No. 3/25. The *Montreal Limiteds* did not appear in the N.J. listings at all; as noted above, their first passenger stop was at Montreal West (not even Rouses Point), and we can presume the all-sleeper trains did no local Montreal West-Montreal business.

The Greenwich & Johnsonville had two weekday trips between its namesake towns, making mostly-close connections with B&M trains for Troy at Johnsonville. The G&J also had one weekday trip to Greenwich Junction for a connection with the morning D&H R&W-branch trains to and from Rutland.

Finally, the Quebec Montreal & Southern had not yet been sold to the Canadian National, and it too provided passenger service. There were two weekday St. Lambert-Sorel trips; the morning inbound and afternoon outbound extended to/from Nicolet, Que. Both had close CN connections at St. Lambert into Bonaventure

Station, Montreal. There was tri-weekly service from Sorel both north to Forterville at the far northeast end of the QM&S, and south to Ste. Hyacinthe. Both originated at Sorel Tue/Thu/Sat; the Ste. Hyacinthe train completed its round trip the same day, while the Forterville train returned the following morning (except the Saturday train, which returned on Monday). At the south end of the line, a weekday trip ran Noyan Junction-Ste. Hyacinthe and return.

Within just a few years, D&H passenger service would far more closely resemble the 1950's version than this one.

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS

Curmudgeon's Corner from page 14

Maybe we'll ask the banks to tell us why ATM's - which drastically lower a bank's cost of doing business (much cheaper than 24-hour manned teller positions), and expand their reach - should cost us money every time we visit one. The banks should be paying us to use them!

Maybe we'll ask the government why all those newly-minted federally-paid security screeners at the nation's airports - acclaimed by certain politicians as the best thing for us since sliced bread - aren't one bit better than before all the post 9-11 foofrah started. I tell you from experience: it's window-dressing, it's a joke, and all that has been accomplished is putting icing on a burned cake.

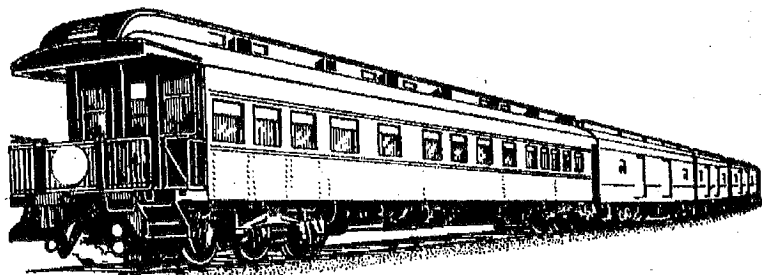
Maybe someone should be asking why the natural gas prices will be so high this summer? Actually, we already know the answer to that one - environmentalists. Since no one can build a new power plant unless it's fired by natural gas, the nation's power companies had no choice except to use that option for just about any power plant built in the last 15 or so years. What did you think was going to happen to the price of natural gas when the big users started buying it all up? When you scream out loud about your gas and electric bills this summer, think about the tree huggers that caused a nasty chain of events to tumble.

And don't get me started on the press over falling for the publicity campaign for Sen. Hillary Clinton's (D-NY) latest book. Hey, you in the press! It's just a flipping book! She got \$8 million smackers to write it, so it's no different than any other commercially-inspired book, and certainly not in the class of "War and Peace". You've been had by a publicity campaign, and you should have enough brains to know that! Review it, and start reporting the news, instead of trying to *make* news.

Now I'm warmed up!

See you in September.

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS



Open Platform Observations

by *Stephen T. Wagner*

XCIX: Be it as it May

Selling the D&H...

The covers of a Delaware & Hudson public timetable effective September 4, 1904 declare the D&H not only the "Shortest Quickest and Best Line Between New York and Montreal" but also the "Leading Tourists' Line of America". The timetable was up for sale on eBay.

...and D&H anthracite

I didn't bid on that timetable, but I did buy a small orange cardboard folder entitled "Your Delivery Slip and Guarantee". It demonstrates that as of 1938 the Hudson Coal Company was advertising its chief product as D&H Anthracite. However, the circular herald on its front and back surrounding "The D&H" in script was labeled "Lackawanna Anthracite".

The herald on the front forms the top of a cone labeled "cone-cleaned guaranteed". Beneath the cone is "Ask your dealer for D&H Anthracite or phone: Carb[ondale] 29."

Inside, the Guarantee reads:

"D&H Cone-Cleaned Anthracite is warranted to be as clean and free from impurities as the most modern equipment can make it.

"In addition, general all-around satisfaction is guaranteed. If for any reason, you find D&H Cone-Cleaned Anthracite unsatisfactory, we would appreciate your calling it to our attention, and we will do our utmost to remedy conditions."

Opposite the guarantee is printed, "Attach Delivery Slips Here". This particular folder had two slips, imprinted "The Hudson Coal Company coal order and weight certificate Form 39 Special". Both noted deliveries of one ton of coal, the one on April 22, 1938 at \$5.00 per ton and the one of December 31 at \$5.15.

The back of the folder headlines "Three Ways to Heating Satisfaction":

"Always burn D&H Anthracite. It is Cone-Cleaned - Accurately Sized - and possesses unusual Draft-Obedience. As a result, closer damper regulation is possible - wasteful burning is eliminated - and

fewer tons are required to produce the required degree of heat.

"Adding a D&H Heat Regulator to your present heater will provide the convenience of thermostatically controlled heat. Simply set the

temperature desired and the D&H Heat Regulator maintains that temperature - automatically.

"A modern, scientifically designed Hot Water Heater with regulator - burning D&H Cone-Cleaned Anthracite will provide an abundant supply of hot water, instantly available at all times.

"Ask Us for Complete Details.

"BURN D&H ANTHRACITE for COMFORT"

The D&H Heat Regulator

A card with the predictable orange and black color scheme inserted in the folder details the benefits of this device:

"Installing a D&H Heat Regulator means even heat in your home...Always.

"Set the dial at the temperature you want - then lean back in your easy chair - and the D&H Heat Regulator brings you that temperature - exactly - day after day.

"Because it eliminates overheating... fuel consumption is considerably reduced and, uniform heat is assured. The D&H Heat Regulator may be installed on almost any heating plant, without disturbing the fire. Ask for details.

"Call Your D&H Anthracite Dealer or PHONE: Carb. 29

"THE Solid FUEL FOR Solid COMFORT"

The other side of the card describes "What the D&H Heat Regulator Does for You":

"With a D&H HEAT REGULATOR, you can keep your home at the exact temperature desired...without constant attention to your heater. The attractive wall thermostat responds instantly, automatically closing and opening the dampers at the slightest rise or fall in room temperature.

"The D&H Heat Regulator can be quickly installed at small cost. Call us for details. No obligation."

What I find fascinating is the linkage between the regulator and the furnace. The illustration shows that the regulator was linked to at least two dampers not electrically but by what almost surely is a series of small chains. It looks very much like a

Rube Goldberg cartoon, but evidently it worked.

eBay book bargain...

Somebody managed to snag a hardbound copy of Jim Shaughnessy's "Delaware & Hudson" with dust jacket (though somewhat the worse for wear) for \$9.99 plus shipping. Good deal!

...and extravagance

On the other end of the D&H literature price spectrum, a 126-page hardbound volume on "Passenger, Freight and Work Equipment on the Delaware & Hudson", issued by the railroad itself, went for the seller's reserve price, \$250. It's listed as containing about 140 illustrations, but I suspect that they're mostly too small and too fuzzy to be much help in model building.

Music train

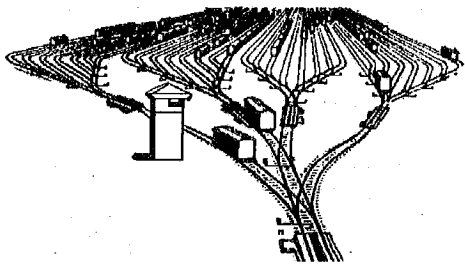
The annual Lowell Folk Festival will bring thousands of visitors to the city on the Merrimack for the last weekend of July. My wife and I go every year and enjoy it thoroughly. Aside from excellent and varied music and dancing, treats include food representing over a dozen ethnic cuisines, a Boston & Maine Railroad Historical Society exhibit including an 0-6-0 switcher and a wooden head end car, and rides on open trolley cars. A band will board the train leaving Boston's North Station on Saturday noon and lead a parade from the station at Lowell to the festival.

Flour power

On June 3 while I was driving on Fresh Pond Parkway in Cambridge, MA, traffic was delayed by the first freight train I'd ever seen cross the road at that point. It was south- or westbound on what remains of the Watertown branch, headed for the bread crumb bakery near the old Western Electric factory in the town the line was named for. A cupola-less charcoal gray and orange caboose led, followed by a Pressure Differential covered hopper car with a North Dakota Mill emblem on it, an ADM car, and a GACX two-bay Airslide with a former billboard name painted over. The loco, MEC 307, pushed the cars from the rear, running backwards.

Member **Charles Ricci** did the structural engineering work for the bakery's unloading facilities. He tells me that the Airslides must be spotted at particular locations designed for that type of car, and the PD's at other places built for them. Model railroaders could imitate this to add an extra complication to the operations of their transportation empires.

continued on page 39



The Receiving Yard

by Doug Barron

50th anniversary of the end of steam power on the D&H... July 21, 2003 marks the 50th anniversary of the last run of a D&H steam engine. In the book "Delaware & Hudson Challengers and Northerns", by Ed Crist with John Krause, is the following:

"After the end of World War II, it didn't take long for the diesel locomotive to establish itself on the D&H, even though the company had coal mines of its own and had long been a showplace of the steam locomotive, which it in fact had introduced to America in the form of the *Stourbridge Lion*.

"The great efficiencies offered by the diesel locomotive had already convinced many other railroads that this was the only means of survival in the post war era. The last steam locomotive to run on the D&H was Northern type 300, which made her historic last trip on July 21, 1953, ending 134 years of steam operation. A fleet of 179 diesels had replaced the 300 steamers."

Jim Shaughnessy's "Delaware & Hudson" says, "In 1948 an order went out to Alco for 29 units, bringing the D&H diesel roster up to 59 units. In 1950, a \$5,063,715 order for 41 diesels was placed, followed the next year by another order for 65 more. President Nuelle announced in 1952 that, with the acquisition of ten more units, the D&H could be 100% dieselized. Those units were obtained and on July 17, 1953, in the form of 4-8-4 #302, steam made its last official run, down from Montreal, on the sleeper Train 10.

"The rather sad but nostalgic honor of making the D&H's last actual run under steam fell four days later to engine 300, a big elephant-eared Northern. During the line's twilight months of steam, one side of the overnight *Montreal Limited* run between Troy and Montreal, Trains 9 and 10, was handled by steam, K class 4-8-4 302 being assigned to the job. To provide for any sudden failure of power in passenger service, either steam or diesel, a standby engine was kept available and ready to go at each end of the run. Engine 308 lulled away her last days in this capacity at

Colonie, while the 300 awaited the final hours at Rouses Point.

"After steam had made its last official run on the 17th, diesels were regularly assigned to the job, and it was necessary to bring the 300 back from Rouses Point.

"So, in the darkness of the sultry summer night of July 21, 1953, engine 300 was coupled on to local Train 8 and engineer John J. Cullen and fireman J. Terrence Bowen brought the train from Rouses Point to Albany, making the last run forever by D&H steam. The diesel regularly assigned to that local was cut in multiple with the units on Train 10 for the down trip later the same evening.

"In midmorning of the next day, engines 300 and 308 were moved to the ash pit at Colonie, where their fires were dumped. Then, under their own dying boiler pressure, they were sadly moved into the almost-deserted Colonie roundhouse, and left there to cool off slowly beside several already-dead sisters, a number of K's, the remnants of the faithful 600 class Pacifics, and a few assorted 2-8-0's and 0-8-0's. The wonderful age of steam was now history on the D&H.

"Now there was nothing but the 179 diesels, and somewhat like old Loree, himself, they were austere in appearance, stark models of efficiency. All remaining steam locomotives were scrapped later in the year; 79 had already gone to the torch back in 1951. Roundhouses, water tanks and coal pockets came tumbling down, and a mass of shiny new machinery replaced the big wheel lathes, drop forges and riveting guns in the great Colonie shops."

Another anniversary of sorts...In the early 1980's, Timothy Mellon, an heir to the Mellon banking fortune, was putting together a New England rail system, made up of Maine Central and B&M. D&H would be a logical third party. This system was remarkably similar to what Buck Dumaine had proposed almost twenty years earlier, and it finally took place when the D&H was purchased by Guilford in January 1984.

What first seemed like the final solution rapidly degenerated into labor battles, chaotic management, cannibalization of the physical plant, unreliable service and ultimate loss of customers. Bankruptcy of the D&H was declared by Guilford on June 20, 1988, and 165 years of continuous service by the oldest transportation company in America almost ended.

On the day bankruptcy was declared by Guilford, the ICC authorized the New York Susquehanna & Western RR, under its President Walter Rich, to provide interim directed service on the D&H lines until a

final disposition of the property could be determined.

The D&H would be sold in 1990 to the Canadian Pacific Railroad. 2003 would be the D&H's 180th anniversary.

From the book, "Delaware & Hudson Challengers and Northerns"

Fire hits D&H diesel shop...On Sunday May 4, the former D&H diesel shop in the Colonie yard was hit by a suspicious fire. The fire broke out in midafternoon and was put out after about an hour. Local TV coverage showed a lot of black smoke pouring out of the building. The diesel shop was closed in the early 1990's.

NBC news

CSX has filed to abandon...approximately 6.3 miles of railroad from MP QGW 159.6 to MP QGW 165.9, between South Amsterdam in Montgomery County and Rotterdam Junction in Schenectady County, NY. The line was built as the New York West Shore & Buffalo RR. The line later would become a part of the New York Central. There are only two business on this line, Cushing Stone, and Callahan Industries, and neither has shipped anything in some time. Cushing Stone owns a small rare EMD switcher. This line had been abandoned west of MP 166 and converted into a bike trail.

Altamont Enterprise, Railpace
[Cushing used to supply Conrail with a good amount of ballast; CSX has been buying its rock elsewhere...JB]

CSX trackwork...CSX currently plans on conducting a major trackwork program on its River Subdivision this summer. CSX tie gangs T2 and T5 will be working between MP QR55.7 and QR132.6 from July 13 through August 8, while rail gang C5 will be working between MP QR24.5 and QR125.5 from July 20, with off days of Thu-Fri-Sat. On Sun-Mon a curfew will be in effect from 0700 to 1800 hrs, while on Tue-Wed a curfew will begin after the passage of northbound Q169 and run until 1700 EDT.

The proposed operating changes call for a pair of trains to detour over the New York, Susquehanna and Western between Little Ferry, NJ and Syracuse, NY. East-bound intermodal train Q156 and west-bound autorack train Q271 are currently planned to detour over the NYS&W during the Sunday through Wednesday curfews.

CSX manifest freights Q409 and Q410 will be rerouted on CSX rails on a Selkirk-Buffalo-Cumberland, MD-Richmond, VA routing. Southbound CSX manifest freight train Q417 and Q433 will be advanced to 0100 call time at Selkirk. Intermodal train Q118 will be held at Selkirk for open track.

Autorack train Q262 and Q273 must operate as close to schedule as practical. Unit garbage trains K276 and K277 will not detour, and will run on the River Sub on the best possible schedule.

CSX currently projects that trains that will be affected include southbound L108/Q108, Q110, Q158, L164/Q164, Q171, and Q254, and northbound trains Q109, L111/Q111, Q157, L169/Q169, Q265, Q402 and L404/Q404.

Conrail Technical Society

CDTA wins award for work on Rensselaer station...The New York Chapter of the American Public Works Association has presented its project of the year award for structures to the Capital District Transportation Authority for its Rensselaer Rail Station. The \$53.1 million station, which opened in September 2002, was designed by architect Frank Gilmore of the Schenectady firm of Stracher Roth Gilmore. CDTA was in charge of the project, and the station is the 11th busiest of those served by Amtrak around the country.

Albany Times Union

Three artists to create wall design for Saratoga station...Three local artists have been selected to design an Adirondack and Saratoga Springs wall theme for the entranceway to the new Saratoga Springs Rail Station. The trio, which has dubbed itself Groupe DMM, was selected by a panel, which reviewed several design proposals submitted for the new station.

The project will be part of the CDTA's new train station currently under construction. Groupe DMM is working on building a full-size cardboard model of the wall design, which will be approved by CDTA before it becomes part of the building. The project has a \$20,000 budget and is expected to be completed this fall in time for the October opening of the new station.

Schenectady Gazette

Railway Age announces short line and regional railroad winners...Railway Age magazine has named Exeter, Ca.-based San Joaquin Valley Railroad as Short Line Railroad of the Year, and Hammond, Ind.-based Indiana Harbor Belt Railroad as Regional Railroad of the Year.

"This year's award winners personify the type of success smaller railroads can achieve, even when faced with economic hardships and uncertain outlooks", said Railway Age Publisher Robert P. DeMarco. "The turnaround experienced by both carriers shows what can be done when basic railroading principles, like customer service, safety, and performance, become the building blocks of resurgence."

The winning entry for short line railroad of the year was submitted by San Joaquin Valley Railroad General Manager Chuck Littlefield: "We focused heavily on building back our customer base through consistent and quality service, resulting in 9% carload revenue growth over 2001", said Littlefield. "We trimmed our costs substantially and then controlled our costs. With the increase in carloads, we established an 82% operating ratio, beating a plan of 97%. Not only were we able to increase revenue from in-the-red to in-the-black, but we operated the entire year without a single reportable personal injury." As of late April, the San Joaquin Valley Railroad had compiled 562 injury-free days. It also finished 2002 with only one reportable derailment and thus far this year has not had any reportable derailments.

The winning entry for regional railroad of the year was submitted by Indiana Harbor Belt Railroad General Manager Gary L. Gibson. The Indiana Harbor Belt Railroad is the largest switching carrier in the U.S., spanning 39.4 miles of main line track and 241 miles of additional yard and siding tracks from northwest Chicago to the northwest corner of Indiana. It interchanges daily with 16 separate carriers, and provides industrial switching to 160 customers, including 80% of the nation's largest steel producers.

With fresh leadership in 2002, the IHB returned once again to its core values and its most important commitment, "to provide for the safety of its employees and operations", said Gibson. IHB employees active in Operation Lifesaver made safety presentations to local communities and others joined in-house terminal safety teams to increase safety awareness.

Inspiration from amongst its ranks came in early 2002 when an IHB employee was chosen American Short Line and Regional Railroad Association's "Safety Person of the Year". This prestigious award was based on commitment to safety, leadership and a determination for excellence in the safe performance of day-to-day activities. The IHB also received a transportation award from the Illinois Safety Council for its concerted efforts in reducing the number of vehicle accidents.

Railway Age

KCS, Grupo TMM seek to place three railroads under "NAFTA Rail" umbrella...Last month, Kansas City Southern and Grupo TMM S.A. de C.V. reached agreements under which The Kansas City Southern Railway Co. (KCSR), The Texas Mexican Railway Co. and TFM S.A. de C.V. would be commonly controlled by NAFTA Rail, a new Kansas City, Mo.-based hold-

ing company that would trade shares on the New York Stock Exchange.

If transactions are approved by shareholders, and U.S. and Mexican regulators, Grupo TMM subsidiary TMM Multimodal would receive 18 million shares (or 22 percent) of NAFTA Rail, \$200 million cash, and a potential incentive payment between \$100 million and \$180 million based on the outcome of TFM's appeal of the Mexican government's January decision to deny the railroad a value-added tax refund of \$206 million.

NAFTA Rail would obtain TMM's 38.4 percent stake in TFM and Mexrail Inc.'s 51 percent stake in Tex Mex.

The \$412 million deal would enhance shareholder value; create an end-to-end, 6,000-mile railroad network offering seamless U.S.-to-Mexico service with more tightly managed border crossings; preserve rail competition in network gateways; help improve Tex Mex's operations to better link KCS with TFM; and provide the three roads synergies and reduced costs.

Progressive Railroading

CSX intermodal growth twice that of Norfolk Southern...CSX Intermodal's business in 2003 is growing at more than twice the rate of its principal rail carrier competitor, Norfolk Southern. Figures available through March 15 show that CSXI's overall business is 9% above last year, compared with a growth rate at NS of 4.2% "This good news for both CSX and the NS", said Adam Bridges, CSXI's marketing vice president, adding, "We both are having success taking business off the highway and onto the rails."

Bridges said that CSXI impressive growth rate is due to two main factors: "CSXI's aggressive load board program to compete for truck business brokered over the internet, and CSXI's expanded domestic container program that has added several thousand 53-foot containers, the preferred equipment of many shippers who are shifting to CSXI from over the highway. Everyone at CSX Intermodal is committed to growth, and it is beginning to show."

The Bull Sheet

Amtrak improves schedules in Vermont...Amtrak has made improvements to the southbound schedules of the *Ethan Allen Express* and the *Vermont* as part of a national timetable change. The new schedules, which took effect April 28, are intended to make rail service more convenient for Vermont tourists and residents alike.

The new schedule of the southbound *Vermont* offers a convenient 10:45 a.m. departure from St. Albans (a vast improvement over its former 6:35 a.m. time slot)

and an 8:20 p.m. arrival in New York City. As a result of this new mid-morning departure, connecting buses from Montreal to St. Albans now depart at 8:15 a.m. from Montreal's Central Station, instead of the prior departure time of 4:00 a.m. The train will continue to serve major intermediate stations en route to its final destination, Washington, D.C.

On weekdays, the *Ethan Allen Express* now departs Rutland two hours earlier, at 7:10 a.m., arriving in New York City at 12:30 p.m., enabling travelers to enjoy more of their day in the Big Apple.— On Saturdays, the train's departure time is now 12:30 p.m. (about three hours later than the previous schedule), with a 5:45 p.m. arrival in New York City. On Sundays, the *Ethan Allen Express* maintains a late afternoon departure for the benefit of weekend visitors returning home. Although the train's new 5:25 p.m. departure time is 25 minutes later than it was previously, its 10:45 p.m. arrival time in New York City has not changed.

Amtrak

CP Rail 6000 h.p. MAC's temporarily out of service...Canadian Pacific rosters four SD90MAC locomotives that produce 6000 horsepower. All four units, 9300-03, were out of service during early May due to various ailments. The units were at Winnipeg Diesel Shop undergoing necessary repairs.

Railpace

Commuter study...The Connecticut Department of Transportation has given a contract to Wilbur Smith Associates to come up with an "implementation plan" for proposed commuter rail service between New Haven, CT and Springfield, MA. The 62-mile route would make use of Amtrak's Inland route between Springfield and New Haven, which is owned and maintained by Amtrak.

This line parallels Interstate 91, which suffers from intensive rush hour traffic around Hartford. The proposed commuter rail line may include new track, signals, stations and general improvement to the right-of-way. Passengers would be able to transfer to a proposed New Britain/Hartford rapid transit bus route. The new line may even offer a link to Bradley International Airport.

470 Club newsletter

New domes and old coaches...Holland America Line is adding four completely new bi-level dome-diner-lounge cars to its Fairbanks-Anchorage rail service on the Alaska Railroad's passenger trains. These cars have been built to a new design by Colorado Railcar Manufacturing Co.,

located just north of Denver, CO. At 18 ft., 2 in. tall and 89 ft. long (four feet longer and two feet taller than Amtrak's Superliner cars), these are being billed as the world's largest passenger cars.

While Holland America is getting some new dome cars, the Hobo Railroad in New Hampshire has received two ex-Amtrak, ex-Santa Fe high level coaches. Numbers 39906 and 39907 both were built by Budd in 1956 as Santa Fe's 532 and 533, and seated 68 passengers. These were the last series of passenger cars built in the United States prior to the forming of Amtrak.

These particular cars are "transition cars", with steps at one end to enable passage to conventional coaches. The lower level was used for rest rooms, baggage storage and utilities.

470 Club newsletter

Canadian Pacific to acquire additional lumber cars...Canadian Pacific Railway will acquire 600 high-capacity freight cars for lumber products by mid-July, swelling its fleet for North America's robust and service-sensitive lumber market by close to 30%. Value of the order was not disclosed.

The 73-ft. riserless lumber cars are being manufactured at Greenbrier Companies' Trenton Works facility in Trenton, Nova Scotia, at the rate of about 45 cars a week. As they are delivered, CPR will purge from its fleet some 300 older, less productive lumber cars that are leased on a short-term but higher cost basis. The move will increase CPR's fleet of such cars to 2,650, its largest fleet ever of high-capacity centerbeam cars for lumber customers.

CP Rail

Guilford roster...The following units have been scrapped by Guilford in 2001-02: Alco C424m's 453, 455 (former D&H units); GP38 260 (former MEC); GP40 304, 311, 325, 329, 331, 338 (former Conrail?); GP35's 213, 251, 261, 262; SD26 620 (former AT&SF); U18B 402, 406 (2nd) (former MEC); SD39 693 (former N&W); and MT4 road slug 100 (built on the frame of a Union Pacific GP9).

470 Club newsletter

May derailments and accidents...On Sunday May 4, at 8:00 a.m., CSX train Q192-03 behind UP SD70M's 4774-4169-4773, rear-ended CSX train Q608-03, which was powered by HLGX C30-7 6808, UP SD70M 4457, and CSX B36-7 5816. Train Q608 was operating northbound from Mobile, Ala. to Pensacola, Fla., and had stopped on the main track at milepost 610.5 near Flomaton, Ala. at the time of the accident. There were no injuries reported,

even though UP 4774 turned over, along with the rear four cars on train Q608.

R.J. Corman was summoned out of Atlanta, GA, along with a crane from Steel City in Mobile, AL to clear the derailment. Equipment damage was estimated at \$200,000, with track damage estimated at \$15,000. The NTSB was notified and the cause is currently under investigation.

May 2003 began with a sucker punch for CSX, as storms spread mayhem from Louisville, KY to Savannah, GA. The railroad, finally leaving the blustery winter and spring behind, was again forced to respond with service delays and localized shutdowns caused by rough weather. "It started Sunday night May 4", said Mike Smith, General Manager-Network Operations. Severe thunderstorms and tornadoes hit the Louisville and Nashville Divisions. That was the first night of several bringing high winds and high water. In their wake were widespread interruptions of the CSX signal system, downed trees, and flooding in key corridors of the CSX network.

Storms continued to rake eastward through the south-central region of the country all week, affecting service in western Tennessee and Kentucky, then Alabama, the Carolinas and Georgia. On Monday May 5, CSX premium service to UPS was hard-hit in the region. Other intermodal, auto and general merchandise service was severely affected.

On Tuesday May 6, Amtrak train 91 the *Silver Star*, en route from New York City to Miami, struck a lumber truck at a crossing in McIntosh, Ga., about 35 miles south of Savannah, Ga. The truck driver was killed in the impact, and the badly injured Amtrak engineer died the next day. Several other crew members and passengers suffered minor injuries. The train locomotive and all ten cars left the track and remained upright.

The derailment added to the congestion on CSX's network, blocking the only open line from Savannah to Waycross, Ga. and Jacksonville, Fla. The line is heavily used, with as many as 50 trains in a 24-hour period. Those trains include Amtrak and freight serving UPS, other intermodal traffic, autos and merchandise customers.

Engineering forces had one of the two tracks opened in 19 hours and the second track 11 hours after that. Meanwhile, UPS shipments were trucked around the derailment to maintain schedules. Tuesday night brought another wave of storms. CSX's yard in Etowah, TN, was left completely under water. Etowah, a key staging area for coal trains from the north and intermodal and merchandise trains from around Atlanta, Ga., was completely shut down. Coal traffic was backed up all the way to Corbin, Ky.

Wednesday dawned with a derailment in Michigan that injured a CSX conductor and engineer. The preliminary reports show the event occurred after a washout of a track bordered by ponds near Saginaw, MI. Service to CSX auto parts customers headed for Detroit, MI auto plants was delayed for more than a day.

The bad news continued Wednesday night into Thursday, when continuous rains brought the Chickamauga Creek over a rail bridge just south of Chattanooga, TN. As a result of the combined flooding incidents, three critical CSX lines were under water by early morning Thursday. Nine trains were left stranded, but the crews were rescued safely.

The three lines are the Lineville Sub from Lagrange, Ga. to Birmingham, Ala.; the A&WP Sub from Montgomery, Ala. to Atlanta, Ga.; and the W&A Sub from Atlanta to Chattanooga, Tenn. The first two remained blocked into Friday May 9. W&A traffic was restored Thursday morning.

All three are critical links between Jacksonville, Fla. and Chicago, Ill., and service to CSX's primary auto, UPS and mixed merchandise customers was severely restricted. "Norfolk Southern and BNSF are facing the same challenges as we are in many areas", Smith said. "We have downed trees, washouts and signal problems." CSX operations forces have worked hard to overcome the challenges, always with an eye to safety.

"This week has been a series of devastating blows to the railroad", said Al Crown, executive vice president and chief operating officer. "It will take time and resources to return our service to normal levels. Engineering teams have been working diligently to clear the blocked lines."

Nissan's Smyrna, TN vehicle loading facility was out of business between May 5 and May 8. Hailstorms were part of the reason, as hail damaged more than 11,000 autos at the facility. The storms passed through CSX's key auto corridors: Birmingham to Atlanta, Nashville, Tenn. to Chattanooga, and Abbeville, SC to Atlanta. They left wind and water damage and affected service to all CSX's auto customers (General Motors, Ford, Daimler Chrysler, Honda and Nissan).

Signals were out in many areas, and track was covered by high water. In Birmingham, AL, there was 14 inches of rain on May 6. Sixteen tracks there were under water in the hump yard. Lightning striking the fuel and sand house caused them to temporarily shut down. Operations were totally down. No tornadoes actually took out CSX property, but the railroad couldn't run trains. Optimism runs high that service

will be restored in the flooded areas by mid-May.

Conrail Technical Society

Two allegedly try to sell stolen photos...The ex-wife who was convicted of stealing 1,400 photographs from famed railroad photographer O. Winston Link was arrested again on May 29, after some of Link's photos showed up for sale on eBay.

Conchita Mendoza Link and Edward Hayes, who lives with her, were taken into custody in Millerton, NY on charges of conspiracy to sell stolen property, said David Hebert, a spokesman for Westchester County District Attorney Jeanine Pirro. The two allegedly tried to sell 30 stolen photographs to a Westchester resident.

Pirro said someone tipped her office about the photos on eBay. Her investigators met with the dealer who was offering them, and who said he "was totally unaware they were stolen property". The dealer led investigators to Conchita Link, Pirro said.

O. Winston Link, who was born in Brooklyn and lived in South Salem, NY, died in 2001 at the age of 86. He was best known for documenting the end of American steam railroading with dramatically lighted photographs. Though his photos were taken in the 1950's, he did not find major fame until the 1980's.

In a 1996 trial in White Plains, NY, Conchita Link was convicted of grand larceny for stealing 1,400 of O. Winston Link's classic prints, then worth \$2 million. Mr. Link testified that as their 7-year-old marriage was breaking up in 1991, he saw her load boxes of his valuable works into her car.

The photos were never recovered and Link said, "The work of my lifetime and millions of dollars is still missing." J. Edward Meyer, who was O. Winston Link's lawyer, said in 1996 that Link's friends feared his ex-wife might be willing to go to prison, "waiting for him to die so she can fence the photographs in the market."

"I guess that's what she did", said Meyer. "But she made the mistake of going on eBay. O. Winston Link has a great number of fans who knew about Conchita, and were on the lookout for the prints." A typical Link print could sell for \$2,500 to \$5,000.

Schenectady Gazette

Twin Cities new LRV...Bombardier Transportation delivered the first of 22 low-floor light rail vehicles to Metro Transit of Minneapolis/St. Paul for the region's Hiawatha Light Rail Project. Developed specifically to meet requirements in the North American light rail market, the Hiawatha Line

LRV employs engineering designs from Bombardier's low-floor products in Europe, such as the K4000 LRV systems in Cologne, Germany and Stockholm, Sweden, while complying with North American standards and regulations.

Metro Transit ordered 18 LRV's for the 11.6-mile Hiawatha line in January 2001 and later exercised options for four additional vehicles, with existing options for another 20 available under the contract. The vehicles are being manufactured at Bombardier's facility in Sahagun, Mexico, with final assembly taking place in Plattsburgh, N.Y.

Railway Age

New NS SD70M's being delivered...On Saturday, May 10, CP Rail interchanged two new locomotives to Norfolk Southern at Oakwood Yard in Melvindale, MI. The locomotives are NS 2596 and NS 2597. Both SD70M's have flared radiators, the new style nose, and were in primer paint. The locomotives headed to Bellevue, OH to be placed in service. They are part of Norfolk Southern's order for 33 units. The locomotives will work east and be routed to the Juniata Locomotive Shop in Altoona, PA for painting.

Railpace

DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS

Search for the Shield from page 29

Tap! Tap! Tap! An aged black man was standing by my car window. Could I help him out today? He looked so pathetic, rail thin and on crutches. I gave him a dollar. A kid rode over the tracks on a bicycle built for two - all by himself. There must be a country and western song in there somewhere.

The scanner came to life. The ballast train at Sommerfield asked to go north and was told, "No, Amtrak is by Ocala." The yard crew quit and went to the office. At 1130, nearly seven hours late, Amtrak 89 staggered into Ocala. This is not your father's *West Coast Champion*; since the big shuffle of scarce equipment after the *AutoTrain* wreck last year, 89 has been shorn of its luxury. An Amfleet "business class" car in Acela colors, an Amdinette, three coaches, and a baggage car painted for the *Vermont*, which lost its baggage service about the same time, trailed units 164 and 2. Two people got off and my fireman friend finally got his first ever train ride, if seven hours late!

I helped the ladies load two monster suitcases into the tiny trunk of the PT Cruiser and the yard crew went north with a local. Suddenly home, lunch, and a nap seemed very attractive.

DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS-DRII-BLIS

Retrenchment Makes D&H Financially Tough

Part II: The History of the Delaware & Hudson Railroad

by William E. Rowley

An old "confidential" map is filed away on the top floor of the Delaware & Hudson Building in Albany as a souvenir of a dream.

The map traces in winding green lines the Albany-Texas trunk line that in 1920 was planned by the late Leonor Loree, who headed the Kansas City Southern, as well as the D&H. The Interstate Commerce Commission frustrated his plan for making the D&H part of a system that would have rivaled in size the New York Central and the Pennsylvania Railroads.

Since Loree's time, the D&H has been cut down to size and in many ways its last 20 years have been a time of retrenchment, partly because its wings have been clipped, it has become a tough, integral and profitable part of the nation's railroad network.

Loree Quit in 1938

Loree resigned as president of the D&H in 1938. Some observers in Albany thought he might be succeeded by his son, Col. James Tabor Loree, who had been vice president and general manager in Albany and who still lives at 2 Englewood Pl., but the new president chosen was Joseph H. Nuelle, then president of the Lehigh & New England Railroad and the Lehigh Coal & Navigation Company, who had formerly headed the New York, Ontario & Western Railroad.

The group backing Nuelle for the presidency was led by E. Roland Harriman, of the Harriman railroad family, which had brought the older Loree to the D&H in 1907.

When Nuelle took over the D&H, he was 57, a quieter man than Leonor Loree and less given to grandiose schemes, but under his leadership the D&H has consolidated its position in spite of these tough problems:

1 - The declining importance of coal, the product on which the D&H's growth was built and which still accounts for almost a third of its revenues.

Anthracite, which the subsidiary Hudson Coal Company mines, has been especially hard hit by oil and gas competition. The D&H has cut back its anthracite mining operations, for the coal company has become a financial drag on its railroad. The decline of coal is an important factor in the decline in number of D&H employees from about 15,000 in 1920 to about 7,000 last years.

2 - The competition of the automobile, which has hit the passenger traffic of all railroads. In 1914, the D&H carried 9

million passengers. Last year it carried only a little more than half a million.

In the Loree as well as in the Nuelle regime, this problem brought the D&H to dispose of its less profitable ventures in traction companies (including the United Traction Company), its hotels and steamboats on Lake George and Lake Champlain and some of its weak branch lines.

3 - By no means the least of the problems was the depression of the 1930's when such subsidiaries as the Chateaugay Ore & Iron Company and the Chazy Marble Lime Company were sold.

But the D&H adjusted, and in 1945 it resumed paying the dividends it was forced in the depression years to abandon. It has paid \$1 quarterly ever since - a record envied by stockholders of the larger New York Central.

War boosted business

World War II boosted D&H business, especially in coal and passenger hauling to make the adjustment easier. After the war, in 1945, the Albany & Susquehanna Railroad, south of Albany, and the Rensselaer & Saratoga, north of Albany, which had been leased lines, were merged into the D&H and the capital structure was simplified. This facilitated a financial readjustment resulting in a large debt reduction.

Since the war, other adjustments have been made. Most important, says G.D. Hughey, vice-president and general manager in Albany, is the dieselization of the road's locomotive power and an extensive road improvement program, both of which are now paying off.

Coal business off

Operating efficiencies and expense reductions were affected. One, of which the management is especially proud, and which reflects the D&H tradition of hard-headed prudence, is centralized traffic control. This method of long-distance control of signals and switches has permitted elimination of some 58 miles of double tracks and sidings. The discontinued track was used on other parts of the line where new track was needed.

Coal business is generally off, although the railroad receives an occasional shot in the arm, such as the bituminous demand of the new power plant in Glenmont. D&H men recognize what has happened to their anthracite market and say hopefully, "Who knows what new uses those Anthracite Institute experiments will come up with?"

They are more inclined to talk about increased business in diversified lines, such as Tahawus iron ore and ilmenite (titanium). The government built a railroad into the National Lead Company operation at Tahawus and the D&H has operated over it from its North Creek branch.

And they talk especially about their business as a "bridge line" between other railroads connecting Canada and New England and the south. In this way their 700-mile railroad is strategically located.

Size a factor

The fact that the D&H is smaller than Central's 10,700-mile system may have something to do with comparatively good health. It has less ground to cover with a declining passenger business.

This spring, while the Central's 40,000 stockholders battled over how to revive their ailing property and voted a change of management, most of the 6,000 D&H stockholders sent proxies to the April meeting in New York City and voted unanimously to have their old management carry on.

[Part I appeared in the June 2003 issue of the BLHS Bulletin. From the *Knickerbocker News*; via Dr. Frank Izzo and Doug Barron.]

DLHS-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

Boilerplate!

Clicks from the rails

An elephant tends switches on an Indian lumber company's railroad where three branch lines converge into the main line, according to *Dumb Animals*. A single three-position stand is used to control the stub-end switch, the positions being indicated by white, black, and red discs. Discs of corresponding colors are mounted on the front ends of the narrow-gauge locomotives. When a train approaches the elephant throws the switch to the color displayed on the engine. His work is so reliable that he needs no supervision.

[Reprinted from Vols. 17-18, 1937-38 edition of *The Delaware and Hudson Railroad Bulletins*.]

DLHS-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! from page 27

Western (black), Texas & Pacific (TP reporting marks but Missouri Pacific "buzz saw"), Union Pacific, and Western Pacific (huge WP), list \$15.98 each.

57-foot mechanical reefers will be decorated for Burlington Northern Fruit Express, Northern Pacific, Pacific Fruit Express (orange), SPFE (white), UPFE (lime green - looks like the same color the Union Pacific used for years on its M of W equipment) and UPFE (new herald). MSRP \$14.98.

Chicago Burlington & Quincy and Chicago Great Western 40 ft. flatcars will each carry two Waterloo Boy tractors - that's an antique type dating to about 1920 - and list for \$19.98.

A day or two later Athearn posted technical drawings of the paint schemes for the 50 ft. boxcars with Youngstown doors due in June. The Baltimore & Ohio car will be yellow with blue door and side sill and big initials, D&RGW Aspen Gold and silver, Illinois Central orange with split rail herald, Nickel Plate conservative boxcar red with black ends, Northern Pacific dark green with a thin red stripe, and Wabash dark blue with the flag herald. You could use these to replace some of the older Athearn plug-door cars with 1937-style ends and roofs.

Athearn also posted a drawing of one of the "Superior door" 50 ft. boxcars due in June, which shows that these will also have one large plug door per side.

Criticism of recycled boxcars

Some modelers have been critical of the first two types of HO Ready-To-Roll boxcars Athearn has produced using the tooling it bought from Details West.

Participants on the Atlas forum have attacked the combination door boxcar as atypical of most real ones because of its overhanging roof. (I haven't found prototype photos of combo door cars with that sort of roof except for a Santa Fe.) They also dislike the oversize tracks for the regular sliding door, which does actually open; moreover, they complain that opening the door reveals no interior detail, but only a metal weight. One observer calls the ladders too thick and the end ribs "weak". Moreover, several of the paint schemes date from the early 1960's, when "house" cars still had roofwalks and full-height ladders; the models don't even show the supports for the former - which generally weren't cut off when the running boards were removed, starting around 1968 - or remnants of the latter.

For me, these possible shortcomings are less important than the fact that the car

is much better than the only other mass-produced model of such cars that I'm aware of, a particularly crude piece imported by AHM many years ago. The paint and lettering jobs are very good indeed.

The model with the Youngstown plug doors has the same overhanging roof. Critics also charge that it has sides and ends of different heights and that the "ribs" on the ends aren't well shaped. I haven't had a good look at this car.

The model with the Superior plug doors isn't out as of this writing, so I haven't read much about it. The old Details West model of the Evans dual plug door car seems unlikely to be revived, since it's significantly shorter (in length) than scale and Atlas has an excellent model of the same prototype.

More from Hom

In a related vein, **Ben Hom** has noted that the bright paint schemes for which Athearn is decorating 40 ft. Ready-To-Roll boxcars, with the exception of the Pennsy Merchandise Service scheme, are too recent for the model, which is based on a pre-World War II design. Point well taken: the ends and roof in particular are too old for at least some of the liveries offered. But I plead "guilty" to buying a good looking "Prime Mover for Maine Industries" Maine Central car.

DAIH-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS

Open Platform Obs. from page 33

All's not well in Allston

My employer, Harvard University, has arranged to pay the Massachusetts Turnpike Authority \$75 million for some 91 acres in the Allston section of Boston. Much of it is presently occupied by the Beacon Park freight yard and engine terminal, built by the New York Central and now used by CSX.

CSX has the right to use the railroad facilities as long as it wants, but the Massachusetts Bay Transportation Authority wants to be able to use much of the yard for layover storage of commuter trains if CSX pulls out. The MBTA was so concerned about this that it was prepared to seize what it needed by eminent domain. The State Senate co-chairman of the state legislature's Joint Committee on Transportation brokered a deal, ensuring that the T would get a suitable easement, preventing a court fight between two state agencies. But the Secretary of the Commonwealth found it necessary to hold up the deal with Harvard, because that easement hadn't been written into the agreement! The lawyers had to work until midnight.

The Boston **Globe** reported that developers well west of Worcester are trying to get CSX to move its Boston operations to a brand new yard in Palmer and/or West Warren. Critics of that scheme note that it would increase truck traffic on the Mass Pike from Palmer east.

Boston University's former president John Silber attempted to get development rights for B.U. a few years ago, on much of the same property Harvard is purchasing. He evidently hoped that Conrail would move its Beacon Park operations to Westborough, very close to the intersection of the Pike and I495, which actually might be a particularly strategic location for an intermodal facility. A Chrysler auto rack unloading facility has been active there for years. Environmental considerations put the kibosh on the idea of expanding the railroad's "footprint" there, however, since the adjacent wetlands are home to endangered turtles and/or amphibians.

Another **Globe** article indicates that Harvard will actually have the right to dictate changes in the Pike in Allston. Boston's Mayor Tom Menino has been frustrated by Harvard's failure to discuss its intentions regarding the enormous acreage in Allston it bought up on the sly; to put it mildly, he is not pleased with the latest developments and possibilities.

In addition to serving as the only significant rail-truck interchange in Massachusetts east of Ayer, the Beacon Park yard regularly gets substantial tank car traffic (much if not all destined for Houghton Chemical Company, next to the Pike's Allston exit), quite a few covered hoppers, and large numbers of long flatcars carrying trash and/or garbage in containers. From an outbound commuter train on the line to Framingham and Worcester June 4, I also saw a couple of boxcars and at least five 57 ft. refrigerator cars, presumably en route to or from the produce terminal on the Everett-Chelsea line, reached by the same branch that takes "South Side" Commuter Rail equipment to the new service facilities in Somerville.

Surrender Breda!

One of the MBTA's vaunted low-floor streetcars restored to service on the Green Line with some fanfare this spring derailed, as these Italian-designed vehicles had been in the habit of doing. And not just out along Commonwealth Avenue on the Boston College line, but in the trolley subway, where it presumably delayed commuters on at least two other branches as well. Afterwards "loose washers" were blamed and fixed, and two other articulated cars were found to have the same problem.

DAIH-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS-DRII-BLHS

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

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

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (bridge-line.org). If you wish to contact President Chris Shepherd, e-mail to CH952@bfn.org; for the Publications Office, use publisher@bridge-line.org.

Articles for the next issue of the *Bulletin* must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309) by noon the day before the first Saturday of the month (September 2003 issue deadline is August 1). 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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_____ Occupation (opt) _____

City _____ State _____ Zip _____ Employer (opt) _____

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Regular	[]	\$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	[]	\$20.00 per cal. year**
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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. 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

06/13/03

Bulletin

White Flags Edition — Freight Cars

Well Pocket Flat Cars

by Edward T. Kubacki, Jr.,

The various classes of heavy-duty flat cars rostered by the Delaware & Hudson in its 16000-series number group are among the least-known examples of the Company's special-service rolling stock. With needs of such on-line shippers as the Watervliet Arsenal and General Electric to consider, however, the several designs comprising its heavy-duty flat car fleet have played an important role for the D&H.

Well-pocket flats 16160-16164 (AAR Class FW) entered service during the second half of 1941. Their construction at the Oneonta car shops was prompted by the increase in traffic that marked American industry's response to Franklin Roosevelt's "Arsenal of Democracy" and "Lend-Lease" commitments to Great Britain, France and other

nations allied against the Axis powers. With a nominal 98-ton capacity, the cars design was particularly suited to the transportation of generators, dynamos and other heavy electrical equipment.

The cars had one-piece "Commonwealth" cast-steel underframes and a steel platform at each end. The platforms were formed by welding 3/8" plates in the casting openings, flush with the top of the underframe. The sloping intersections of the platforms with the center portion of the underframe, the top of which was 5-1/2" below the level of the platforms, were boxed in by welding a 1/4" Z-plate across the width of the car to support the top plates. This arrangement extended the platforms toward the center and enclosed the brake cylinders. All brake piping was carried through the center portion of

(Continued on page 3)

Built Wooden Cars, Half Century Ago, in the Now-Abandoned Salem Shops

Time was when the Troy, Salem and Rutland Rail Road, now part of the Delaware and Hudson lines, operated extensive car and locomotive repair shops at Salem, N.Y., now on the Rutland and Washington branch. In the car building plant at this point William B. Lytle, retired carpenter and car repairer, began his 49 year career as a railroader.

After graduating from Washington Academy, in Salem, William spent six years as a carpenter erecting frame houses on the vicinity of his home town. The experience thus gained proved to be valuable to him subsequently to his employment by the railroad in 1881 at the age of 24.

Both gondolas and box cars were built in the old Salem shops, and although they were then of up-to-date pattern, these particular designs of cars have long since become obsolete.

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The Scoop

Before some notes on Part II. this issue of the White Flags, I would like to apologize to everyone if your Bulletin was late and not quite what you were expecting. The fault is all mine. Due to some continuing medical problems and personal interruptions, I have been putting this issue on the back burner until it was too late. Again due to this situation, I was unable to illustrate this issue. But don't fret, there is still more material for freight cars that has not been included in this issue. Maybe the next White Flags Edition will be Freight Cars,

One quick note: there are reprints of previous columns that may contain modeling and then current prototype information that is no longer current.

There have been some layout changes to this special White Flags edition of the *Bulletin*. As I mentioned in previous columns and in the last issue of WF (August 2002), this is an ongoing experiment that may (or may not) instigate changes to the regular issues of the *Bulletin*.

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the side-sill members to protect them from cargo damage.

Loads carried in the well opening were supported on the longitudinal side-sill members of the underframe. The bottom of the well pocket was covered by steel plates, both as a safety measure and a means of protecting lading from dirt and cinders. The center sections of these plates were also removable in the event particular loads required additional clearance. Holes in the steel platform and the sides of the underframe at the well opening were provided for attaching the rods, cables and/or chains used to secure the lading.

The cars rode on cast-steel integral-frame trucks with 28"-diameter multiple-wear steel wheels and 6.5"x12"

friction axle journals. The air brake equipment consisted of two sets of AB brakes with 7.5x12" cylinders, with one Ajax geared hand brake provided for manual braking. Miner "A-22-XB" draft gears with swivel-butt rotary-operated couplers were applied to the cars, which also featured Creco "No. 4" brake beams and four-point brake-beam supports, coil springs groups with Symington-Gould snubbers, Union centering devices, and Wine brake balancers.

Note: 16160-16161 were rebuilt in 1961 and 16162-16164 were rebuilt in 1962. They lasted on the roster until 1987. C.S.

Spring/Summer 1984, The Monogram, Journal of the Delaware & Hudson Historical Society

Along the Line by Jack Wright

It has been some time since I wrote this column. Time restraints have made it difficult to pen this column on a monthly basis. I have made a resolution, however, to contribute more frequently.

PS-1 Boxcars

By now, I am sure everyone has seen Kadee's extraordinary HO scale PS-1 40-foot boxcars. Recently, Kadee released it in the later double shield billboard size scheme that has reportedly been a sellout. I am told the circular Bridge Line scheme is still available.

The other scheme is an early pre-war style, with the D&H script in the upper left hand corners. I stated in one of my previous columns that this scheme was not correct, as it predated the delivery date of the PS-1's. This led to discussion among a number of D&H modelers as to the accuracy of this car, as no photos were available of a PS1 delivered in this scheme. Recently, Jim Odell purchased a collection of photos that included a PS1 painted in this early scheme (see opposite page), dating in the 1950's. For the record, I was wrong; Kadee is accurate.

The initial low 18000-numbered cars must have been delivered in this scheme on the first order. Apparently, they were repainted into the circular Bridge Line herald fairly early in their careers, as not many photos have turned up. As penance for my doubts, I immediately went out and purchased this model. Now all we need is Kadee to produce the small circular Bridge Line herald scheme that most of them

were delivered in. Kadee is also producing these PS-1's with 8-foot doors, although they have not yet released any decorated for the D&H.

Pulpwood

Atlas has released a fairly accurate HO scale pulpwood car that should be of interest to D&H modelers. The prototypes were purchased by the D&H from the Chesapeake and Ohio in 1959. Initially the cars were painted black, but were repainted into a red scheme in the 1970's. Atlas' release for the D&H is in the later red scheme. The D&H cars all had extensions built up on the bulkheads, which need to be added for the model to be completely accurate. Also, the pulpwood load included with the car is too wide, and the logs appear out of scale. It would be an easy project (although tedious) to cut small diameter twigs and build a load with white glue. If you are careful not to glue the wood to the car, it could be removable as well. While I have restricted my era of modeling to the mid-1950's, these cars are so nice I intend to do a couple in the older black scheme. Color pictures of the cars both loaded and unloaded in both black and red schemes are in the Delaware and Hudson Color Guide book, which is still available through the BLHS Publications Office. The D&H received good service from the prototypes, finally selling them in the early 1980's to the Maine Central. I would not doubt that some of these cars may still be in use somewhere in Maine.

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The box cars were built to carry a load of 25 tons, were 33 feet long, and equipped with wooden trucks and underframes. As air brakes had not yet been developed, they had hand brakes which were operated by a wheel on top of the car.

The other cars built at this plant were drop-end gondolas, the ends being so constructed as to collapse inward to the car floor when a catch was released. In place of the hoppers now installed under gondolas to permit rapid unloading, there was a single trap door in the center of the car floor.

Differences in practices among the wood workers were noticed in the manner in which they handled their side sills.

To close the trap, prior to loading, a ratchet device on the side of the car was turned with a wrench, winding a chain around a rod, thus pulling the door up tight. To dump the load the catch was released, the chain unwound automatically because of the weight of the lading and the contents dropped out.

Wooden underframes, iron truss rods, and wooden trucks were then the standard on all freight equipment. Aside from the iron brake shoes, arch bars, center plates and pins, and the wheels, the truck was constructed completely of wood.

In the locomotive shop the diminutive engines of that period were repaired and rebuilt. Although no new engines were assembled, all the other operations of a modern railroad back shop were performed there. Engineers who then had regularly assigned power, were anxious to have their locomotives repaired at Salem, says Mr. Lytle, because of their fine condition

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saw and a similar saw of larger size mounted on a table. As a preventative against decay and corrosion, parts are treated with car cement where wood comes in contact with metal.

10. *Air Brakes:* Two men are employed at this station. This operation involves the application and testing of the foundation brake gear and the piping of each car complete.

after being overhauled there.

During his six years there Mr. Lytle made all the wooden parts used in the construction of a car at one time or another. John Borgardis was then Car Department Foreman at Salem, while William Tolman was in charge of the locomotive shop.

In 1885 Mt. Lytle was transferred to the car shops at Green Island under Car Foreman "Chris" Koerner. In the nineties Mr. Lytle was appointed foreman, and later he became Wreckmaster at Green Island.

They were so badly damaged that they had to be demolished and lifted up to the tracks in pieces.

One wreck in particular stands out in Mr. Lytle's mind. It occurred at Corinth, N.Y., when two box cars loaded with wood pulp and two gondolas full of coal were backed off the end of a trestle and toppled down to the ground 75 feet below. They were so badly damaged that they had to be demolished and lifted up to the tracks in pieces. The truss rods were cut with mauls and chisels as the acetylene torch had not yet been invented. It took three days to clean up the wreck.

On July 1, 1912, Mr. Lytle went to Colonie as a carpenter, at which work he continued until placed on the retired list on December 1, 1930.

On the occasion of his retirement Mt. Lytle was invited to attend a noon-hour meeting of employees in the Colonie coach shop. The "meeting" turned out to be a farewell party in his honor at which he was presented a smoking stand, a pipe set, a box of cigars, and other mementos by his fellow employees.

Mr. Lytle is a member of the Delaware and Hudson Veterans Association, and the First Presbyterian Church of Green Island. He has been a member of this congregation for the past 40 years and a trustee for 38 years. Mr. and Mrs. Lytle live at 24 George Street, Green Island.

Before the work of assembling is undertaken, all metal parts are treated with red lead where they are connected. Subsequently the entire steel body structure is sprayed with red lead and the wooden side-planks receive a spray coat of freight car brown, a mineral paint. When the paint has dried the entire car body is sprayed with freight car brown after which the car is stenciled and ready for service. The trucks are coated with a black metal preservative paint.

D&H Bulletin, May 1930

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The shipping of pulpwood on the D&H has always been interesting. Old photos illustrate the D&H using 34-foot composite gondolas stacked high with pulpwood, using pieces of the pulpwood as stakes inside the car to allow stacking the wood lengthwise above the sides of the car. I believe wood was also loaded into D&H 40-foot steel gondolas this way; however, I have not seen photographic proof. The cars such as Atlas produces used much shorter pulp logs, as two rows could be laid sideways on the car.

Following disposition of those cars to the Maine Central, the D&H went through a period where the logs were simply dumped helter-skelter into any D&H gondola available. Loaded this way, the logs could not exceed the top of the sides. Since Canadian Pacific purchased the D&H, specialized CP pulpwood cars have been used for this service. The CP cars have the loads stacked sideways across the car for the most part, although I have seen wood stacked lengthwise as well.

The pulpwood business is not highly profitable for railroads. Paper mills, however, are very good customers, so most railroads settle for marginal profits on pulpwood, as the paper mills ship and receive more profitable loads as well. The D&H served a number of pulp and paper companies in northern New York in Glens Falls, Ticonderoga, Willsboro, Corinth and Ausable Forks. They continue to serve large mills in Glens Falls, Corinth and Crown Point. Pulpwood has

also moved through the Port of Albany over the years.

Pulpwood can be loaded onto railcars almost anywhere there is a siding available. In the early part of this century pulpwood was loaded by hand, often stacked in box-cars. Later, cranes were used, which necessitated open loadings. With the arrival of hydraulic technology, cranes were replaced by smaller tracked loaders, requiring only the truck driver to load the car. In more recent years many mills have started to take wood chips, which maximizes the use of trees since the smaller branches can be used as well.

Branch lines

While on the subject of pulp and paper mills, it is interesting to note that two D&H branches that serve these mills are reported to be up for sale. The still-active portion of the Adirondack Branch between Saratoga Springs and Corinth still features a daily local whose sole job is to service the large International Pulp and Paper Company facility.

There is enough business here to keep a short line going; however, a closure of the mill would doom the new railroad. The other branch for sale runs from Ft. Edward to Glens Falls and serves the large Finch & Pruyn mill. Much of this trackage is the remnant of the Lake George Branch. Currently, a work-day local serves this line. Traffic is more diversified than the Corinth Line, as several customers still utilize rail service.

Another pulp and paper branch was recently in the news. Saratoga County recently purchased the old Moreau Branch, which runs from Moreau Junction, south of Ft. Edward, to South Glens Falls, which is on the other side of the river from the Glens Falls line. This branch has not seen a train for nearly twenty years and has become so overgrown that it is nearly invisible. This line also serves a large pulp and paper mill that wishes to again have rail service. Apparently, the county wants to rehabilitate this line and then find an operator to run it.

All told, there is the possibility of three new short lines within 10 miles of each other. With any luck these new short lines will utilize Alco power.

Where Did They Go?

In the November/December 1995 issue of the B&MRRHS Newsletter was a roster of B&M freight cars from 1930-1994. This helped somewhat as it did list cars that were transferred from the D&H to the B&M. The following is a list of those cars:

<u>Car Type</u>	<u>B&M</u>	<u>D&H</u>	<u>Total Qty</u>
Hopper	1001-1200	1101-1200	131
Hopper	1243-1364	241-265	55
Covered Hopper	12101-12184	12101-12184	47
Covered Hopper	3401-3450	3401-3450	29
Gondola	14233	17233	1

The ALCoPhile

by Bob Menzies

Kermit Geary requested a list of the 1976 equipment with both the old and new numbers assigned by the USRA. Jeff Martin has sent a list of the following to partially answer his question. I understand this is a partial list with more complete offering to come at a later date. I felt that sharing this much with you would help many of you who have been looking for such a list. (The idea being some list is better than no list at all.) When I get the complete list, I will print it in its entirety right here in the ALCoPhile.

<u>Owner</u>	<u>Type</u>	<u>Number</u>	<u>Number</u>	<u>Code</u>	<u>Cars</u>	<u>Length</u>	<u>Description</u>
EL	XL Box	68600-99	24201-97	A-230	97	50'6"	cushion underframe doors 9'x9'9", 7'x9'9"
EL	XL Box	69150-79	24301-30	A-230	30	50'1"	cush. und.
RDG	XL Box	18600-899	24401-547	A-220	146	50'9"	cush. und.; 4 belt DF2
RDG	XL Box		24548-96	A-220	50	50'9"	cush. und.; 9 belt DF2
RDG	XL Box		24597-626	A-220	30	50'9"	cush. und.; 18 belt DF2
RDG	XL Box		24627-56	A-220	30	50'9"	cush. und.; 2 airpak
RDG	XL Box		24657-96	A-220	40	50'9"	cush. und.; 4 1-pc bulkhead
EL	RBL Box	68300-53	28101-53	R-206	53	50'1"	cush. und.
EL	RBL Box	69200-40	28200-32	R-206	50	50'1"	cush. und.
RDG	RBL Box	17200-49	28300-36	R-206	37	50'3"	cush. und.; 10'6" plug door
RDG	RBL Box	17250-99	28400-48	R-206	49	50'3"	cush. und.; 10'6" plug door
RDG	RPL Reefer	17264	28450	R-110	1	47'7"	Mech & CU'd
EL	XM/XF Box	57000-65	17601-66	B-108	66	40'6"	flour-Buffalo
EL	FM Flat	8181-99	16401-13	F-202	13	53'6"	wood floor 10'4" IL 70 ton
RDG	FM Flat	9300-56	16501-52	F-202	52	53'6"	steel floor
RDG	FMS Flat	9301, 9313 9320, 9336 9340	16601-05	F-212	5	53'6"	6 removable side stakes; 70 ton, 154000 capacity
RDG	GB Gon	14700-49	14300-49	G-342	49	65'6"	steel solid end, w&s flr 154000 cap 1776 cu. ft.
EL	GB Gon	15600-49	14401-49	G-432	50	66'1"	"
EL	GBS Gon	17900-99	14700-99	E-430	100	65'1"	fixed end high side 146000 cap.
EL	GB Gon	8950-9999	14101-249	G-332	149	52'6"	154000 cap. 1995 cu. ft.
RDG	GBS Gon	37139	14650	E-230	1	52'6"	154000 cap. 1995 cu. ft.
RDG	GBS Gon	33051-83 33106-94 33267-333 33553-75 33862-992	14601-02 14603-04 14605-06 14607-08 14609-10	E-330	10	52'6"	154000 cap. 1995 cu. ft.
LV	GBR Gon	40000-99	14501-96	E-320	96	52'6"	steel fixed ends ingot mold; load only PBNE Bethlehem Steel
EL	HT Hopper	32875-999	9201-9323	H-250	123	40'7"	steel triple 144000 cap.
RDG	HT Hopper	41775-849	9701-75	H-350	75	45'	steel 100 ton
EL	LO	20025-49	3301-25	L-153	25	50'2"	steel center gravity discharge 196000 cap. 4500 cu. ft.
EL	LO	20050-74	3350-74	L-153	25		same exc. 4462 cu. ft.
EL	LO	21400-54	3401-51	L-153	51	49'9"	steel 200000 cap. 4460 cu. ft.

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<u>Owner</u>	<u>Type</u>	<u>Number</u>	<u>Number</u>	<u>Code</u>	<u>Cars</u>	<u>Length</u>	<u>Description</u>
EL	LO	21403	3452	L-353	1		same as above except car has interior lined
EL	LO	21421	3453	L-353	2		"
		21442	3454				
EL	LO	45800-49	3500-49	L-153	50	55'3"	cement 200000 Cap. 4460 cu. ft.
RDG	LO	79849-98	3600-32	L-151	33	29'3"	cement 154000 Cap. 2006 cu. ft.
EL	LO	45580-602	12801-15	L-451	15	29'6"	Airslide 100000 Cap. 2600 cu. ft.; includes cars assigned International Multi-foods
RDG	LO	3633-49		L-151	17	29'3"	as above only plastic lined
LV	LO	42803-05	12901-3	L-451	3	29'6"	Airslide 140000 Cap. 2600 cu. ft.
		42992-99	12904-6		3		
		43001-04	12925-50	L-250	19	29'6"	of the 19 cars, 10 are 140000, 8 are 110000, one is 154000 Cap.; all are 2600 cu. ft.

From BLHS *Bulletin*, September 1993

Our New Hopper-Box Cars: Latest Equipment for Handling Bulk Commodities

For many years cement shipments originating at the plants on our line at Howe's Cave and Glens Falls were forwarded in box cars, first in sacks and more recently in bulk. A growing demand for bulk shipments of cement resulted in the construction of specially designed cars for this service with the result that last year 20 all steel twin hopper cars were converted into cement cars. D&H went through a period where the logs were simply dumped helter-skelter into any D&H gondola available

and wooden slopes were built, extending toward each end of the car from the hoppers to the roof, and necessary supports were installed. In the center of the car a transverse bulkhead, to divide the load, extends from the roof to the point where the short hopper slopes meet. Four loading hatches were placed at convenient locations in the roof. Doorways were closed up and side doors secured in the closed position. The entire interior was covered with galvanized iron.

These cars were equipped with steel roofs, constructed with eight rectangular hatches to facilitate loading, four special hoppers with unloading gates, and bulkheads to divide the loads; also the slope sheets were changed to provide a greater degree of pitch to aid in unloading.

This year the increased demand for bulk cement cars exceeded the available supply

These cars are unique in that the slopes, bulkhead and doorway fillers are constructed in sections that they can easily be removed converting the units to carry conventional box car lading.

This year the increased demand for bulk cement cars exceeded the available supply. After a careful study of the requirements, it was decided to convert boxcars to handle cement as the conversion could be made more quickly and at less expense. Thirty steel frame, 100,000-pound capacity box cars were thus changed over, 15 each at Green Island and Oneonta. Each car had the entire floor removed, four hoppers with unloading gates were added,

The success of this type of car for bulk cement service is attested by the favorable comments made by shippers and consignees, also by the interested inquires received from other railroads.

Note: these cars were in the number series 17001-17500; all cars of the series were gone by 1969.

D&H Bulletin, September 1934

The ALCoPhile

by Bob Menzies

I hope the Deep Freeze of '93 has finally drained away and Spring has sprung in the beautiful Northeast.

I got a long letter from Tony Hodun, which I'll share with you this month in the ALCoPhile. Tony has sent us some goodies on bulkhead flats, i.e., LP's series 8000-59. Yes, these are the cars that were diagramed for you in an earlier column with car department specs, courtesy of Jeff Martin.

D&H 8000-59 were purchased from C&O in 7/59, verified by a D&H internal communication noting that the road would acquire 60 pulpwood flats to respond to customer needs. C&O 80800-99 were built 3,4/56 by the C&O, and sixty of these went to the D&H. Note C&O 81750-899 were 150 identical cars not involved in this transfer. Cars were based on GSC castings, friction bearing trucks with sloped floors and high end bulkheads.

These cars were repainted at Oneonta in black paint with Roman reporting marks and railroad roman "Delaware and Hudson" lettering, which was the current scheme for flatcars of this time period. No logos were applied on these cars as there wasn't any place to put them. What is interesting is that by 1964 the D&H had sold off two batches of these cars. From the D&H Briefings Volume 8 #5, May 18, 1964 "twenty pulpwood rack cars were recently sold to the Maine Central Railroad. These cars became MEC numbers 7680-7699."

D&H Briefings Vol. 8 #8, Aug. 21, 1964 states, "fifteen pulpwood rack cars were sold to the Atlantic Coast Line Railroad." This makes a total of 35 out of an ownership of 60 cars sold off by the end of 1964. The reason was that pulpwood tonnage on the D&H had declined. These cars went into ACL's 70350-64 series.

Based on equipment register listings, the cars were upgraded from 50-ton to 55-ton capacity. Tony has sighted 23 of the 25 remaining cars; they are 8001, 8002, 8006, 8009, 8016, 8020-27, 8030, 8032, 8035, 8037-38, 8044-45, 8047, 8050, 8053-54, 8056 and 8058. The amazing thing is that all 25 cars survived to 1980, when the D&H sold off these cars to the MEC, where they became MEC 7700-24. The original paint scheme was white railroad roman lettering on black paint, no logos. D&H 8032, built 4/56, painted DB (Dutch Boy) on 8/59,

survived in white lettering/black paint until late 1979, according to a 12/24/79 sighting. It may have gone to MEC in black. Twenty-two of the remaining 24 cars have been sighted and all got the same scheme as above, except with yellow railroad roman lettering on bright red paint in the mid-1970's.

Paint date	Qty.	Nos.
5-75	7	8002, 09, 16, 22, 26, 27, 44
6-75	9	8020, 24, 30, 37, 47, 50, 53, 54, 58
8-75	4	8001, 23, 38, 56
10-75	1	8006
unknown	1	8035

Twenty-two cars are in the red scheme, so that leaves 8021 and 8045 unaccounted for. Come on you guys, who's got photos or slides of the two lost cars? Send them in so we can determine what happened to them.

Tony notes that he has seen 8000-series pulpwood flatcars spotted at two other locations on the D&H for loading. One was on a siding in Unadilla, the other on the small siding at the famous block signals north of Richmondville summit where southbound freights are still climbing. Tony has slides of these cars near Richmondville, one loaded, one empty. Tony, send the ALCoPhile some dupes!

More on Pulpwood cars in general

During 2/82 Tony saw D&H 16530, an ex-RDG 52' flatcar, spotted at the siding by Lutz Feeds and loaded with three ricks of softwood logs. (A rick is a logger's term for a stack or bundle of wood.) The car had six pairs of tall steel stakes arranged as noted with chains across each pair of stakes across the car.

Spotted on 12/29/82: 14700-series 65-foot gondola cars in pulpwood service. 14750 was in Oneonta, fully loaded with softwood logs. Many cars of this series have been spotted in this service at this location. Logs were 18 feet or longer (guesstimate), loaded in three piles in a car, not much higher than the car side. I believe certain restrictions apply in the loading of wood into gondolas. To go beyond the top of the car requires stakes, then you can load to within two feet of the top of the stake; of

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“from Oneonta to the Fort Edward area with hemlock being the wood being transported north out of this region.”

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course, if one was to place blocks under the stakes in the bottom of the cars, you could get another cord of wood in the gondola. I believe this loading process continues today from Oneonta to the Fort Edward area with hemlock being the wood being transported north out of this region.

With regard to the 12100-200 class covered hoppers, some of these cars had lessee stencils on the cars. Some car numbers are:

12106 R.T. AGWAY BRATTLEBORO VER-
MONT
12135 R.T. AGWAY BRATTLEBORO VER-
MONT
12148 LEASED TO PENN-DIXIE CEMENT
CORP., HOWES CAVE, NEW YORK
12161 W.E.R.T. AGENT D&H RR. TROY NY
12168 R.T. AGWAY BRATTLEBORO VER-
MONT

All cars were delivered and lettered in ADM 900 blue. It is important to note these cars were lined, which makes them available for sugar and talc as well as cement service. Many cars in that age were not lined, which restricted the cars from being used in a multipurpose fashion. These as-built linings were applied by Pullman Standard in 11/12 of 1967 at Butler, PA. They were 3300 cubic foot twin gravity discharge cars with full-length trough roof hatches. As delivered, they featured white paint, blue modern lettering, railroad roman end reporting marks, 1" paint stencils, typically SW 11-67 (SW was for the paint brand, Sherwin Williams). (The drawings in this article show the lettering area only, enlarged.)

In 10/71 the Official Equipment Register showed 100 cars; 10/72, 99 cars; by 4/73, 95 cars; this count remained stable for many years. Tony suspects the five that succumbed to wrecks were 12122, 12156, 12157, 12193 and 12195. At least three of these cars were repainted by Oneonta in their original scheme, possibly wreck rebuilds. Out of 95 cars, seven were stenciled built 12/67. The balance of the cars spotted were 11/07 (12134, 12146, 12150, 12172, 12174 and 12188).

The next major scheme was silver with blue lettering featuring railroad roman reporting marks and the large boxcar style bridge line herald centered on the car side. At least 16 cars wore a variation of this paint scheme and one exists with gray instead of silver:

No.		Notes:
12113	PC 11-73	
12128	4-75	

12130	PC	12-73	
12131	PC	12-73	
12134	PC	12-73	
12141	PC	12-73	
12142		12-73	B
12144	POT	5-76	
12145	POT	5-76	A
12146	PC	12-73	Stencil ptd. out A
12147	PC	12-74	
12149		2-74	
12180	PC	2-74	
12184		8-74	A
12191	PC	7-73	
12199	PC	6-75	

A = stenciled when repainted SUGAR LOADING ONLY WHEN EMPTY RETURN TO AGENT B&M RR BOSTON MASS

B = car was repainted again in 5-79 for talc service. Also as repainted silver RETURN TO AGENT C&O A/C SAGINAW GRAIN SAGINAW MICH

These are not all sugar service cars, although they appear to be. A check of individual photos before weathering or restenciling should help sort this out.

The third paint scheme was typically solid gray paint with black lettering, used for talc service. These could be found in two groups, six cars with boxcar red panels center panel only, seven solid gray cars and one solid silver, one solid gray (light) with black railroad roman numeral markings, black gothic data and black outline shield.

No.	Paint Date	Stencil and/or notes:
12101	GLID 2-78	C; restenciled Gassetts VT
12105	PC 12-80	Block reporting marks, no lease
12106	PC 2-80	C; has typo GCMR should be GMRC
12111	9-78	restenciled Gassetts; silver car
12155	PC 5-79	C
12158	GLID 2-78	no note of lessee stencil
12166	PC 9-79	C
12176	PC 10-79	C

Glid = Glidden paint

C = TALC LOADING ONLY; WHEN EMPTY RETURN TO GMRC CHESTER VERMONT

Several were restenciled rather quickly by 11/80 to Gassetts. Some were relined ADM 410 by Oneonta, others original ADM 900 lining

#2 same as above except boxcar red panel on

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each side, which covers top panel under roof walls partway and over hatch on top:

No.	Paint Date	Stencil and/or notes:
12103	0-6-79	was blue on silver D
12120	PC 4-79	
12142	PC 5-79 D	
12143	PC 4-79 D	
12154	PC 5-79 D	
12187	PC 3-79	

D = TALC LOADING ONLY WHEN EMPTY RETURN TO AGENT GMRC GASSETTS VERMONT

By 10-90 equipment register states 13 cars on the D&H; 51 had gone to B&M. By 4/92 D&H had 11 cars, B&M one.

What can I say but thanks Tony for your exhaustive research into the background of these cars.

Changing gears, Steve Wagner sent us a list of the newest D&H models available at press time:

Stewart will be offering its HO fishbelly twin ribbed hopper lettered as D&H 5374, 5611 and 5774. Central Hobby Supply expects to have them in April or May. The most significant difference between the models, which are based on a Western Maryland prototype, and the D&H cars are that the D&H cars had separate grabs rather than ladders at the extreme right of each side.

McKean Models by Sky Line has a new HO PS1 boxcar with the 8-foot door lettered for the

D&H. This is not the same as the original McKean kit, which had the double shield herald and billboard lettering in white on a brownish car. The new kit has generally similar lettering but with the modern arrangement of data and printed in yellow on a bright red boxcar. The typeface of the new lettering only approximates that on D&H cars, and the roof lacks supports for a roof walk.

Rail Graphics is selling an Athearn HO 40-foot boxcar painted yellow and lettered in blue, representing a car that ran in the 1973 Sesquicentennial train. It bears the proper number and looks real good.

To say that I am impressed with the quality responses from our membership is an understatement. There is a lot of information about the D&H out there. We need to harness it before CP scraps it. If you have any photos or slides of rolling stock, motive power, m-o-w equipment, please get them to me, so we can use them and present the information to the membership where it will be greatly appreciated.

I placed an inquiry as to where 35803 went. Well I pulled out my book on cabooses the other day, Cabooses of the Northeast, looked under the D&H and what did I see but 35803 in a BattenKill Railroad livery. It seems that the caboose didn't stray so far away from the home rails as we thought! The BattenKill is a spin off short line that was previously a D&H subsidiary, Greenwich and Johnsonville.

That's it for now. Keep 'em on the rails.

BLHS *Bulletin* May 1993

Search for the Shield: A cataloging of our never-ending search for the D&H logo

Looking for the heritage

From Fred B. Cupp

Who knows why we railfans develop a special interest in some particular facet of a railroad's overall spectrum? My interest in the D&H for some time has been the North Creek branch and the ilmenite operations at Tahawus/Sanford Lake. Perhaps it is a result of several visits to the area while on vacation trips. (See the North Creek station photos posted on the BLHS web site.) At any rate, while I have read about the ilmenite operations and kit-bashed nine HO hoppers to a reasonable likeness of the D&H hoppers, I had never seen one in 1:1 scale.

A chance visit to the local hobby

shop (English Model R.R. Supply) let me hear the rumor that there were a couple of D&H ilmenite cars in the Newberry yard of the Lycoming Valley RR. A quick trip back home to grab the camera and I was on the way. After all, the odds of finding D&H cars in a yard in central Pennsylvania are slim enough, but ilmenite hoppers? Near impossible!

Transco operates a general car repair facility, doing almost any major or minor repairs.

After I arrived at the yard, I drove along the tracks in the rear of a company called Transco Railway Products Co. Transco operates a general car repair facility, doing almost

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any major or minor repairs. If the car can limp in on its own wheels or even on a flatcar, they'll fix it and sometimes even paint it! First to come into view was a motley collection of assorted boxcars, PPLX coal hoppers, and one D&H black gon. Further along, between the cars, I finally spotted my quarry: a faded D&H shield on an even more faded yellow car side.

Parking and locking the car, I proceeded on foot around the end of the cut of miscellaneous cars, and found myself staring at a very long line of assorted black or yellow real, actual, ilmenite hoppers!!! Cutting to the bottom line, there were the following car numbers: 107, 152, 197, 158, 177, 225, 113, 232, 127, 132, 153, 221, 147, 162, 130, 114, 116, 144, 135, 188, 193, 200, 160, 201, 198, 211, 129, 234, 186, 231, 149, 140, 224, 210, and 166; 35 cars in all.

Naturally I took a number of photos despite the horribly poor light (5 p.m. and raining). I attempted to get shots of each different batch of cars and each variation in paint scheme, lettering, or shield style/location. I hereby promise, that if Kodak can provide decent images, I'll post a number of shots on the BLHS site.

Incidentally, each car carried a defect card proclaiming: "Delaware and Hudson Railway Company - FRA DEFECTIVE CAR MOVING TO HOME SHOP FOR REPAIRS".

The card looks to be very old in style of printing, so maybe CP/SL&H RR is using up old D&H stationery supplies. Well, home shop it ain't, but there's one D&H fan that's happy they didn't stop

in Oneonta, which is where they were carded by inspectors "Pettinato & Ives". The destination was indeed Transco at Williamsport, PA. Speed restrictions: 40 mph, date 11/15/98.

Moral: Even when you no longer live along the D&H, don't give up! You never know when that special shield is going to come by, wherever you are.

[Speaking of the shield, oh great procrastinating one, last week Dean Splittgerber and I spotted two more D&H shields in Niland, CA. Two very rusty white D&H covered hoppers, still replete with blue billboard lettering and shields, were waiting in the yard to head south on the SP towards Mexicali. (Or maybe they had just come from there, as the line of cars had no power attached.) The D&H veterans appeared to be carrying loads, so it seems they are still in service and not intended for that great scrap yard in the southern sky where the PA's rest. The cars bore Helm reporting marks, but other than that for all the world they looked as if they were still working on the D&H. We also had an Elvis spotting and a solar plant blown to smithereens, but more on that next month.

Oh yes, before I forget, about that mysterious project that Bob Moore mentioned, was it the electronic throttle or the light dimmer project? As one of Rochester's foremost authorities on electronically-dim bulbs, Mean Mr. Moore might be interested in dimming lights on his layout as well...JB]

BLHS Bulletin, April 1999

Box Cars While You Wait: New method of Construction Developed at Green Island Shop Cuts Production Cost and Reduces Chances for Injury by Falls or Dropping of Tools or Material

Late in the afternoon of almost any working day, the visitors to The Delaware and Hudson car shops at Green Island may see a box car assembled in scarcely more time than is required to tell about it.

The sides and roof, which have been completely built as units on either side of the assembly track, are lifted into position on the car frame by means of overhead air hoists. In a few minutes they have been secured and the completed car is ready for the final step on the paint track. Although more men take part in the work of overhauling a box car, only

twelve men are required to complete the last steps in the system in vogue at Green Island for completing one car every working day.

Beginning with the roof all of the wood-work is removed Under this system the car moves systematically through nine successive stations, beginning with the dismantling, through to the final stages of assembling the finished product. This is known as the "spot system", not unlike the method used at Oneonta for constructing triple hopper coal cars, a description of

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which appeared in *The Bulletin* of May 1, 1930.

To begin with, the box cars consigned to the shop for a general overhaul are taken to the stripping tracks at the extreme north end of the property where they are completely dismantled. Beginning with the roof all of the wood-work is removed, including the cripple blocks, door tracks, sheathing, roof carlines, end plates, ridge poles, purlines, side plates, side and end posts, side and end braces, side sills, and nailers. The material removed is reclaimed, sorted and brought to the shop to be used on cars being rebuilt.

At station 2, the steel underframe is completely stripped and the air brake parts are removed. The complete draft gear is then taken from the ends of the car, and the rivets on the center and side sills are cut off with an air chisel. In this operation it is interesting to note a simple device for eliminating the hazard of flying rivet heads. When the chisel is placed against the rivet, a short length of air hose, cut diagonally across at one end, is placed over the rivet head. Then the head is cut it lays harmlessly in the hose instead of flying for some distance with the possibility of striking and injuring some workman. This completes the dismantling operation in two steps; the remaining seven take place in the process of reconstruction.

At station number 3, the building up of the car begins. Here the steel underframe is fitted and reamed for reinforcing the draft gear. Angle bars are riveted between the side, center, and end sills to strengthen the car throughout. The steel underframe is then riveted on all sides. More than 1400 rivets are hammered into place on each car.

The ends are assembled and placed in position on the steel underframe at station number 4. With the assistance of a set of steel angle bars placed atop of two horses, the steel framework for the ends of correctly gauged and riveted together. The frame is then laid on a large table, the sheathing is placed in position. Holes are drilled, and bolts driven through. The assembled end is then painted with a gun, lifted into place, and secured. The side doors are put together in the same manner on another table.

Station number 5 sees reinforced underframe scraped to remove old rust and paint. One man is equipped with a chisel operated by a device similar to an air

hammer, which hammers the rust loose. It is followed by another workman with a revolving steel brush which dislodges the clinging bits and sweeps them clear.

The work overhauling and putting the car in first class order is then taken up by workmen who inspect the trucks carefully and replace any worn or defective parts. Through the successive steps already described the car is moved down through the shop to the final steps of applying the sides and roof.

At station 7, the sides are completely assembled. This work is done on a table slightly larger than the side of a car. On it the framework is built up and the side sheathing is nailed in place. At the same time the other side is being built on the other side off the shop.

One station further on the roof is put together at the same time. On another long table the steel cross pieces are bolted to the ridge pole and the roofing is nailed into place. These parts are then ready for application to the underframe. With a hoist at either end, first one side and then the other is lifted into place and secured. This done, the roof is likewise raised into position and the car is ready for movement to the paint track for the final step in the spot system of building box cars. Through this system in the final steps alone twelve men now work formerly divided among twenty-two men.

It is readily apparent that there are many advantages to be found in this method of building cars. If every man does his work on schedule everyone knows just how far the building of the car should have progressed at any given time during the day. Furthermore the output of the shop is definitely known; one car is completed daily. An added feature is the distribution of the work over a large space so that one workman does not interfere with another. A final advantage of this over the old system is the factor of safety. By building the sides and roof on the floor the liability of men falling or dropping their tools on someone else is almost entirely eliminated. The development of this method is but another indication of the trend toward systematic work with its saving of time, labor, and materials on the Delaware and Hudson.

D&H *The Bulletin*, August 1930

“Good-Bye Stencil Brush”: Air Operated Spray Guns and Metal Stencils Supersede Brushes and Fiber Patterns Formerly Used in Applying Lettering and Number to Freight Cars

In the August 1st issue of *The Bulletin* a description was given of the method of boxcar construction developed at Green Island Car Shops. Although the various mechanical steps were traced from the first operation to the completion of the car, space did not permit describing fully the painting operations as a part of which a novel system of stenciling was recently introduced.

Under the method employed, the work is done almost entirely by air-operated spray guns. Formerly it was the practice to cut stencils out of paper and apply the required markings with brushes whereas, by the new method, the use of stencil brushes is almost entirely eliminated.

Stencils are now made of galvanized sheet iron instead of paper, and indications are that they will last for some time before requiring renewal. There are three such substantial stencils used in the complete marking of a car. The largest, which measures six feet four inches by four feet six inches, carries the name of its owner (The Delaware and Hudson RR. Corp.), number, nominal capacity, load limit, and light weight of the car. The lettering, which is not subject to change, is cut in the metal, but since each car is numbered differently and the tare weight varies, the numerals must be rearranged constantly.

The stencil is therefore provided with slotted openings to accommodate the numerals, which are made of No. 9 gauge zinc, the back of each being reinforced with fine wire which keeps it flat and firm. Through the slotted arrangement, these numerals may easily be removed and changed.

The next stencil in size is commonly known as the dimension stencil. It contains, in addition to the car dimensions, the date the car was built, class of car,

and journal repacking date and station symbol. In this, slots are provided for rearranging the numerals and letters. The smallest stencil is the one used for applying “The D. & H.” monogram.

The work of marking the box cars turned out at Green Island is in the hands of two men who are compensated on the piecework basis. There is no delay as each operation moves along smoothly without any lost motion. What little brush stenciling is done, for example, the ends of the car, air brake equipment and markings on the underframe where spraying is not practicable, is performed by one man while his partner is engaged in applying the monogram and rearranging the numerals, etc., in the other stencils, preparatory to the stenciling of the next car.

At the close of each day, the stencils and numbers are brought to the paint room to be cleaned with turpentine and replaced on the rack. This portable rack carries several sets of numerals, as well as the three stencils previously described and is placed near the cards to be stenciled so the paraphernalia is readily available when needed.

The spray stenciling system speeds up shop operations and insures a uniform application of the markings which the cars are required to carry under the A.R. A. code of rules. Incidentally, little delay is experienced waiting for the stenciling to dry as the white paint used sets up quickly; in fact, it dries in less than one-half hour after application.

The methods practiced on box cars in the Green Island Shops proved so successful that they have been extended to Oneonta, where open top equipment receives general overhauling, with very satisfactory results.

D&H Bulletin, November 1930



Oneonta Carmen Again Victors: Completely Rebuild Standard Tandem Twin Hopper Bottom Gondola of 85,000 Pounds Capacity in 45 (man) Hours and 20 Minutes, In Third Contest

While at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators — officials of connecting railroads, and others extending to the north, south and into the far west, representatives of railway supply houses and of the interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk — looked on with much anxiety and profound interest, three teams of sixteen men each vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of 85,000 pounds capacity, in the third car building contest to be held on the system.

Oneonta Carmen, victors in the contest held at their own shops a year ago. With a total of forty-five hours and twenty-minutes, were the first to complete their work; the Saratoga division team, composed of men from the Colonie and Green shops, finished second with forty-six hours and twenty-four minutes; and, the Carbondale team, with forty-eight hours and thirty-two minutes was third. All time calculations were made on the basis of man-hours. C.E. Peiffer, master car builder for the Buffalo Rochester and Pittsburgh; W.G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and West-

ern, were the judges.

New interest was afforded and the contest was made more formidable than any of its forerunners, by the inclusion of the regular steel work which is a part of the car rebuilding program as applied to such cars. The makeup of each team, therefore, included eight steel and eight wood workers, although at no time were more than eight men of either classification at work. Because of a desire not to "overload" the teams, the air brake and the painting and stenciling of the car were left for Carbondale employees to complete after the official contest operations had been concluded.

Contest was made more formidable than any of its forerunners, by the inclusion of the regular steel work

As each such contest is announced the sphere of prominence which these demonstrations have created for themselves in the railroad world because of their

highly educational features, is noticeably increased. The first was held at our Colonie shops, October 31, 1923, and was participated in by five teams of six men each. It embraced the dismantling and rebuilding of the superstructure, the assembling of trucks and the assembling and application of draft gear equipment of a standard Delaware and Hudson Twin Hopper Gondola car of 85,000 pounds capacity. A Carbondale team won, its total man hours being 46 hours and 54 minutes. The second was at Oneonta, May 8, 1924, at which time the superstructure of a 60,000-pound capacity steel underframe box car was

<i>As the Work was Concluded</i>			
	Oneonta	Colonie	Carbondale
Steel work	16 hours. 40 mins.	15 hrs. 36 mins.	22 hrs. 40 mins.
Wood work	<u>26 hrs.</u>	<u>28 hrs. 8 mins.</u>	<u>23 hrs. 12 mins.</u>
Total	42 hrs. 40 mins.	43 hrs. 44 mins.	45 hrs. 52 mins.
Air brake work.....	1 hr. 10 mins.	1 hr. 12 mins.	1 hr. 5 mins.
Painting and stenciling....	<u>1 hr. 30 mins.</u>	<u>1 hr. 28 mins.</u>	<u>1 hr. 35 mins.</u>
Finished Time*	45 hrs. 20 mins.	46 hrs. 24 mins.	48 hrs. 32 mins.
* Man hours			

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rebuilt and trucks and draft gear assembled, an Oneonta team winning in 52 man hours.

Rivalry among the participating workmen is friendly, but nevertheless keen. There is always an evidence of shop pride and an earnest desire to carry back with them the trophy of the day, the Birkett cup, a silver memorial to the first Car foreman employed by the Company. The contests, ostensibly, are planned for the educational features they may develop. Outstanding among these is the material layout, indicating, as it does, efficient and economical shop operation, the ready accessibility of material stimulating production and the resultant output reflected in the earnings of the pieceworkers on which the basis the work is performed. An example of what was accomplished in this particular contest in the remarkably short time involved, may be had from a study of the list of material used in rebuilding a single unit and which appears elsewhere in this issue. This material was collected and arranged for each team alongside its allotted space by Wallace Hickok, chief inspector.

Work commenced promptly with the blowing of the shop whistle at 8 a.m.

From then on until the last nut was run down on the prize winning car and the judges had turned it over to G.W. Ditmore, master car builder, there was only one interruption in the performance, and that was of ten minutes following the conclusion of the steel work on each car, thereby providing time in which to clear the space around the car so that the wood workers might progress with their tasks unhampered by litter or other obstacles.

Almost from the outset, a difference in the method of approach was noticeable on the part of each team. The most noticeable variation in the steel work, was that the teams from Colonie and Oneonta allowed the center channels to lie flanges down on the horses upon which they rested, until side castings and reinforced channels had been secured, which appeared to be the best practice. Carbondale workers in consummating this same performance, kept the channels on edge making it necessary to steady them while the operations noted were in progress. Another feature of the steel work attracted considerable attention was a

home-devised lever dolly bar, used by a Colonie riveter, which permitted him to hold a rivet and buck it up at the same time. Numerous other kinks and unique practices, which were wholly permissible, were noticeable both in the completion of the steel work as well as that of the wooden superstructure.

Colonie was the first to conclude its steel work, finishing at 9:57 a.m. Oneonta was second, at 10:05 a.m. and Carbondale third, at 10:50 a.m. Explanation of the wide divergence of time particularly as between that of the Carbondale team and the other two, is to be found in an agreement made between the three Divisional Car Foremen prior to the contest, which permitted them to assign the truck work to either their steel crew or to the wood workers. In regular shop practice, truck repairers do this work, but these were omitted from the teams for the same reason as were the air brake men and painters. Carbondale chose to have their steel men also

Differences in practices among the wood workers were noticed in the manner in which they handled their side sills.

assemble the trucks and the judgment of the foreman, Raymond Schuster, would have proven its worth but for difficulties experienced in the performance of the steel assembling. It was his idea that he could thus effect a better equalization of his men, for when certain of them no longer were needed on the steel work, they could be used on the trucks. Oneonta and Colonie left the trucks to the wood workers.

Differences in practices among the wood workers were noticed in the manner in which they handled their side sills. Colonie, it was agreed, used the best method, that of allowing the sills to lie flat on horses until stake pockets had been secured by U bolts, after which the sills were turned over and nuts run down by air machine. Portable scaffolding appeared an advantage to the Oneonta team, over the use of ladders by their competitors, when bolting side stakes and corner bands, securing Wine ladders and other outside appliances.

Oneonta finished its wood work first, at 1:30 p.m.; Colonie was second, at 1:38 p.m. and Carbondale third, at 1:54 p.m. For better time comparisons the table on page 16 may prove more helpful.

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Time required for assembling of trucks and assembling and application of draft gear is included in the wood work time of the Oneonta and Colonie teams, and in the steel work time of the Carbondale team as follows:

ladies in the divisional car foreman's office at Carbondale, long tables neatly covered with white paper and otherwise made attractive with cut flowers having been especially arranged for the occasion.

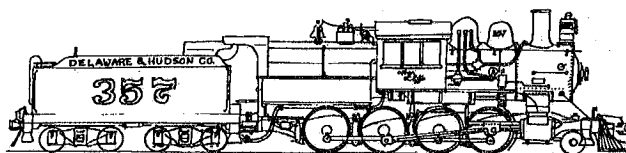
	Oneonta	Colonie	Carbondale
Trucks	1 hr.	1 hr. 44 mins.	2 hrs. 28 mins.
Draft gears assembled and applied.....	39 mins. 34 secs.	1 hr. 4 mins.	54 mins.
The dimensions of this type of car are:			
Length inside	36' 0"		
Width inside	8' 6½"		
Height inside	4' 3¼"		
Length over striking castings	38' 1"		
Width overall	10' ½"		
Height from rail to top of floor	4' 4½"		
Height from rail to top of car	8' 7½"		
Height from rail to top of brake shaft	9' 1-13/16"		
Distance center to center of trucks	27' 5½"		
Cubical capacity	1542 cu. ft.		
Capacity	85,000 lbs.		
Light weight	40,000 lbs.		
Size of journals	5" x 9"		

At 4 p.m., the same day, the car, No. 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yards from the scene of the contest, and fifty-five minutes later was en route for Wakefield, Mass., via the Boston and Maine, in Extra 1219, north.

The guests, as was evidenced by their remarks of appreciation, were courteously entertained. Each, on arriving at Shop 26, was given an artificial red flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end. At noon, a box lunch was served in the wood mill by the wives of the Car department supervisory offices on the Pennsylvania division and the young

G.W. Ditmore, master car builder, announced the results of the contest and congratulated the men upon the sprit with which they had taken part in it, and then Colonel J.T. Loree, vice president and general manager, who with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A.G. Ditmore, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members off the winning team, while to those who comprised the second team, he gave ten-dollar gold pieces. He announced that another contest would be held either this fall or next spring.

D&H Bulletin, June 1925



Loading Anthracite In Box Cars: Rocking Device Facilitates Rapid Level Loading of Closed or Open Top Equipment

Most people are of the opinion that coal when moving over rail lines, is invariably transported in open-top cars. At one time this was a fact: however, because of requests by consignees, located in both Canada and this country, that anthracite be shipped in closed equipment, a novel system for loading such consignments has been placed in operation at the Coal Brook and Olyphant breakers of the Hudson Coal Company. The reasons for this demand on the part of anthracite buyers were that there were formerly losses in transit due to pilferage and overflow, also difficulty was encountered in thawing out and unloading frozen shipments in open-top equipment. The solution seemed to lie in the use of sealed box-cars for such consignments.

To meet this condition, Ottumwa boxcar loaders, which now enable two men to load a car in from five to eight minutes, were installed at the two breakers mentioned above. It has also been found that stock cars can be used to advantage in transporting anthracite by boarding them up on the inside to their load limit.

The track leading through the loader is built on a slight incline to permit the movement of cars by gravity after they have been placed by yard or mine crews. When the operator is ready to begin loading, his helper places a car on the electrically operate steel cradle. The cradle is built in the form of a segment of a circle; the car rests on the straight line or cord formed by the track, and the entire mechanism is rocked lengthwise by means of gears which engage teeth on the curved rack underneath.

As soon as the car is placed on the device a lock bumper, which presses against the car couplers with such force that the car is automatically centered and held rigidly on the cradle, is elevated from the pit at each end. The bumpers are held in position by heavy steel teeth at the ends of the cradle.

Anthracite is conveyed on a rubber belt, four feet in width, from the beaker pockets to the point of loading, the operator controlling the flow of coal and se-

lecting the proper size by means of a series of levers. Before it enters the car, the coal is screened and washed to remove any dust which may remain after passing through the breaker.

On an elevated platform, opposite the car door, with various controls in easy reach for locking the car in place, tipping the cradle, starting and stopping the belt conveyor, opening and closing the feed gates, and regulating the flow of water, stands the operator.

Immediately the cradle is tipped slightly, and as the coal continues to run, the pitch is increased

Once the car is placed on and secured to the table, a procedure which takes less than a minute, the actual car loading begins. The anthracite, which flows from the loading chutes at high speed, is directed into one end of the car. Immediately the cradle is tipped slightly, and as the coal continues to run, the pitch is increased until one end is filled to the desired height. This is governed by the weight capacity of the car, indicated by the upper limit of the boarding across the car door. The cradle is then slowly returned to a horizontal position, although the loading continues at a reduced rate to prevent the coal already placed at one end from flowing back toward the door. The car is then tipped in the opposite direction and the contents is "built up" from the center to the other end. The pressure of the entering coal is increased so as to hold the load in place until the capacity of the car is reached, whereupon any surplus is made to roll out of the doors by "rocking" the cradle slightly after its return to normal position.

After an inspection by the operator to make sure that the car has been loaded properly, the lock bumpers are released, and the car is permitted to roll out at the other end of the breaker.

An additional advantage of this system is found in the fact by using open-top cars may also be loaded on the cradle by using it as a stationary platform, and simply employing a lower chute to direct the coal from the belt conveyor to the car.

D&H Bulletin April 1931

New Box Cars Have Several Novel Features

Normally about 180,000 box cars are loaded annually on the Delaware and Hudson Railroad, excluding the anthracite traffic. Of this number from fifty to sixty per cent are cars of Delaware and Hudson ownership, depending upon the owned cars available on line. A large percentage of the cars thus utilized carry such high class lading as paper and paper products, flour, feed, grain, etc., which must be transported in first class equipment. Many, too, are loaded with furniture, refrigerators, ground slate, cement, lime, and similar commodities for which the provision of suitable equipment to protect the contents is equally important.

All units of car equipment must be considered in their separate classification, as for example, hopper cars, box cars, flat cars etc., the supply, the character of construction and the capacity of the various classes being governed, largely, by the nature of the traffic originated by the owning line.

Based on our requirements, the box car of 80,000 lb. capacity is considered the ideal unit for merchandise shipments. While there is a demand, at times, for larger cars, box cars are seldom loaded to their full axle capacity due to the light, bulky nature of the commodities usually transported, hence the handling of cars of increased tare weight, when not necessary, is not economical.

This year one hundred obsolete cars will be retired and their places taken by new units. The program calls for the building of one hundred 40-ft., 80,000 lb. capacity, single sheathed, steel frame, box cars, the cubical capacity of which is 3,016 cu. Ft., load limit 91,400 lbs., tare weight 44,600 lbs.

The cars are being built in the Delaware and Hudson car shops at Green Island, N.Y., which specialize in box car work. The construction is carried out on the progressive, station to station system, the production schedule having been arranged for one complete car each day.

The actual assembling and constructing operations, exclusive of the air brake work, are completed in eight major steps by a force of twenty mechanics, thirteen steel car repairers, and seven wood car repairers, who receive compensation on a piece work basis.

In the steel construction there are 225 fabricated steel parts of various shapes, the assembling of which involves the driving of 1937 rivets. These shapes were fabricated at the steel mills in accordance with Delaware and Hudson drawings and specifications.

Center sills are made up of two 12 inch, 40.3 lb., A.R. A. sections with one 1/4" x 20" top cover plate, while the side sill consist of 7 inch, 18.8 lb., A.R.A. sections. Body Bolsters are composed of 3/8 " steel, pressed diaphragms with 3/8" x 22" top, and 1/2" x 18" bottom, cover plates, while cross bearers have five 16" diaphragms and 3/8" x 8" top, and 3/8" x 6" bottom, cover plates with 3" x 3" x 1/4" stiffener angle at the top cover plate. Cross tie webs consist of 1/4" steel diaphragms.

The wood construction (siding, decking, posts, etc.) requires the use of 991 bolts. Practically all of the bolts have specially formed countersunk heads, thus sealing the holes and making them water tight. The absence of nails and the use of this type of bolt head, which is drawn flush with the wood, minimizes the possibility of damage to lading so often occasioned by protruding nails, bolts, etc.

The trucks are a special feature. They were designed and built by the National Malleable and Steel Castings Company and are known as the National type "B." The major objectives sought, and apparently attained in these trucks, are greater flexibility, better riding qualities, and increased clearance above the track.

The truck is a decided departure from the conventional A.R.A. type in that the spring plank is entirely eliminated. The spring arrangement consists of A.R. A. type "E" truck springs with two in the bolster end and two underneath in the side frame. The brake hanger brackets and journal boxes are cast integral with the side frame. By reason of the incorporated quick wheel change feature, it is possible for two men to change a pair of wheels in less that one-half hour. All the brake rigging is above the beams, consequently there is less liability of a brake beam pulling off in case of a derailment or accident. Maintenance is further reduced by the absence of bolts commonly used in the conventional design truck.

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Draft attachments used are a complete assembly of the Miner A-22XB friction draft gear in conjunction with the American radial type "D" coupler and vertical key yoke, which is interchangeable with any A.T. A. standard "D" coupler and cast steel yoke, the center sills being slotted to accommodate a horizontal key.

In this draft attachment constant bearing areas are maintained, regardless of angularity, in transmitting heavy loads from the coupler to the draft gear and from the draft gear to the center sills through substantial draft lugs. The function of the radial coupler is such that its adoption should materially reduce maintenance on draft riggings.

Another notable improvement is the style of side door adopted. The trouble too often experience with door jamming, and necessitating the use of bars to move them, usually with destructive results, is entirely overcome. The type of door on these cars is known as the Youngstown steel door with Camel bottom supported, roller lock lift arrangement. It differs considerably from the design of side door commonly used on box cars, being so constructed that when at rest the entire weight of the door is shifted from the rollers to the bottom door track. The door is bottom hung and operates on rollers which are equipped with roller bearings. To set the door in motion all that is necessary is to pull down slightly on the lifting lever (stenciled "Pull") and the door is raised from the track and its weight transferred to the rollers. At the top of the door opening there is a retaining "Z" bar which is so shaped that when the door is closed it seals itself in such a manner that no water can enter the interior of car. An additional feature is the door lock and wedge-shaped sealing pin. If this type of door is allowed to remain open, full or part way, it remains in that position until released, and damage to the door, posts, guides, etc., is greatly minimized.

Construction of the cars is facilitated by the use of novel devices. For example, at the truck assembly station there is a one-ton air motor hoist which travels on a boom having a 16 ft. radius. In this way the two men engaged in assembling the trucks are relieved of the labor of handling the heavy bolsters and side frames. When the trucks are completed they are advanced to the point where the center sills are stored. Here the sills are placed on the trucks by means of a one-ton Fordson gasoline tractor equipped with a 14 ft. boom. This tractor also carries the cover plate, side sills, side sill angles, and top side angles from

points of storage to the under frame assembly station.

Draft gear units are compressed in the yokes under air pressure in a machine specially designed for the purpose. They are then conveyed on a three-wheeled wagon equipped with an air jack and raised to proper position at the car. The coupler is then elevated by an overhead air motor hoist and the installation completed with but little manual effort.

The steel superstructure and Hutchins channel steel ends are laid on metal horses, riveted together and them placed in position on the under frame by means of overhead air motor hoists. At the last station the Hutchins Universal roof is assembled. The work is carried on from an overhead platform where various roof parts are readily accessible. Hence there is no occasion to use ladders.

In the building of these cars every precaution is taken to ensure long life of the steel members and the woodwork by the use of rust and decay preventative materials. All metal parts are covered with red lead, while the wood joints are treated with white lead. To insure cars being absolutely tight all crevices, cracks, etc., are filled in with a special sealing cement, for the application of which a hand pressure gun is employed.

With the exception of truck and paint work, the building operations are completed under cover. As is the case at any plant where piece work is the basis of compensation, the material layout is a very important matter. This phase of shop efficiency has been closely studied and the car parts, so far as possible, are stored in close proximity to the station where needed. The distribution is in the hands of two material men, also on piece work.

Each car requires two spray coats of paint. The color of the super structure, excepting the roof, is brown, while the roof, underframe and trucks are painted black. The appropriate stenciling and markings are applied by air-operated spray guns, a system introduced at Green Island last year. Under this arrangement metal stencils are employed, thereby assuring uniformity of application. Consequently the use of brushes is practically dispensed with. The cutting of paper stencils is no longer required because of the substitution of the metal stencils which seldom require renewal.

D&H Bulletin, July 1931

How Oneonta Shop Constructs Self-Clearing Hopper Cars: Group Organization of Force enables 46 Men to Build Three Composite Coal Cars in Eight Hour Day; Present Program Calls for Total of 2,100 Units

The development of the coal car on The Delaware and Hudson Lines from the flat bottomed box on wheels representative of the equipment of the Gravity Road as early as 1829 and the four wheeled "Jimmy" car of four and one half ton capacity which was the first type operated on the "steam" road in "the sixties" to the triple hopper, self-clearing, 85,000 lbs. Capacity cars now being constructed in our Oneonta Car Shops, is representative of the progress of rolling stock on our road.

Self clearing cars have proved so successful that this type has been accepted for use on coal carrying roads in general, dealers building trestles to take advantage of the benefits that the use of such equipment affords due to the unloading arrangement by which labor is reduced to a minimum.

For the particular use to which our equipment is put the three-door design is considered to be especially adaptable to our needs and a program for building twenty-one hundred of these cars in the shops at Oneonta, N.Y., is now underway. Work was begun during the latter part of last year on one hundred fifty cars. In the 1930 budget provision is made for building six hundred additional.

These units have a nominal carrying capacity of 85,000 lbs. And the construction of the hoppers is such that the load is self-clearing once the door locking device is released. The cars are very substantially built with a steel underframe and composite superstructure and replace cars of a like nominal capacity having twin hoppers.

The trucks are built with cast steel bolsters and cast steel side frames, the axle journals being 5" x 9" for which the A.R.A. rules establish an allowable weight of 136,000 lbs. (car and contents) on rails. The twin hopper cars, which these units replace, because of restricted cubical capacity by some 8,000 lbs., whereas by designing a car with three hoppers the cubical capacity was increased and the loading objective attained.

The construction program is carried out on a progres-

sive system by which the building of a car is accomplished in ten major steps each of which is carried on by a group of mechanics specially trained for the operation. Although forty-six men in all are required to complete the various steps, exclusive of painting, in the building of each car, under progressive system only groups of from two to six are engaged in the same operation at any one time. The completion of the underframe construction which requires a gang of 11 men is the only exception. Thus the confusion and lost motion resulting from crowding is avoided. This is essential as all employed on the work are receiving compensation on a piece-work basis.

The output schedule calls for building three cars each eight hour day, the work having been so arranged that each operation is finished in accordance with this schedule, and the car advances to the next "station" in the shop at a fixed time. The work is concentrated on one track about seven hundred twenty-five feet long and, with the exceptions of the truck assembling, painting and stenciling, is done under cover.

With any plan designed to increase plant production thoughtful consideration must be given to the material layout. Thus the steel shapes used in the body construction of these cars are neatly arranged in separate piles, each pile being identified by a metal tag bearing the shape number. This arrangement insures prompt and efficient handling of material as well as accurate accounting of disbursements. In the construction of each car there are over one hundred of these steel shapes, the fabrication of which was done at the steel mills in accordance with D. & H. specifications and blueprints.

Material deliveries are made to each "station" by tractors and trailers, material enough for one car being furnished at each delivery. This work is in the hands of five material men. No delays are experienced as these men are compensated on a piece-work basis in proportion to the earnings of the mechanics, which, of course, creates an incentive to keep an adequate supply of material available. The steel center sills are handled from stock and placed on the trucks by a gasoline tractor equipped with a boom, preparatory to

(Continued on page 21)

(Continued from page 20)

the assembling of underframe.

A description of the operations, which require the driving of nearly twenty-eight hundred rivets per car, follows:

1. *Assembling of Trucks.* Two men build six trucks each day. The work involves such details as riveting for side bearings to bolsters, and brake beam support brackets to spring planks; assembly and application of bolsters, side frames, spring planks, truck springs, etc.; application of journal boxes, journal bearings, journal wedges, brake levers, bottom connection rods, safety hangers, brake hanger wear castings, etc.

A portable jib crane with an air motor hoist was designed to facilitate truck building operations. This labor saving device was built at Oneonta Car Shop of second hand and scrap materials and relieves the men of much heavy lifting by hand. Without it additional help would be required at this station. Briefly, it consists of a boom and an air hoist mounted on a scrap freight car truck. The boom is secured to an old engine tire which rests on ball bearings in the center of the truck. The outer edge of this tire rests on four roller side bearings on which it revolves. A metal box filled with scrap iron serves to counter balance the weight of the boom and load when a lift is being made of such heavy parts as bolsters, wheels, truck side frames, spring planks, etc. At each end of the truck there is a pair of rail clamps which are operated by a lever. These clamps are used to anchor the crane to the rails when it is in operation. This crane operates immediately behind the truck undergoing construction and the boom can be swung with ease to the adjacent material track to pick up such parts as may be needed.

2. *Preliminary Underframe Construction:* The gang consists of six men and here work of assembling, fitting, and riveting the underframe is begun. This operation involves the assembling of such parts as center sill channels, bottom cover plates, bolster webs, compression bolster plates, crossbearer sections, etc. Here the draft gears are assembled, raised to position and applied by means of an air hoist. Three hundred forty rivets are driven to complete this work.

3. *Body Side Panels:* Four men perform this operation which involves assembling, fitting and riveting of the body side frames, top bulb angles, top side

plate, stakes, braces and connecting angles, as well as the setting up of sides, end sills connecting angles and striking castings. In this connection, four hundred rivets are driven.

4. *Completion of Underframe Construction:* Eleven men are employed at this "station". The work involves the assembling, fitting and riveting of bolster top cover plate, diagonal braces, center sill top cover plate, diagonal braces, center plates, striking castings and connection angles; riveting of side frames to the underframe, and applying and fitting the bottom section of the side hopper sheets. This operation also includes the application of the brake cylinder and air reservoir. The work described involves the driving of eight hundred and fifty rivets.

5. *Construction of Ends and Top Section of Slopes:* Three men are engaged in the assembling, fitting and riveting of the ends, top slope sheets, end sheets, end bulb angles, corner posts, and end braces. The high powered hand brake and component parts are also applied here, the entire operation entailing the driving of three hundred rivets. An air motor hoist is employed to handle sections of the car ends while under construction and to place them in position on the underframe preparatory to the next "station" operation.

6. *Setting up Ends, Slopes, and Diagonal Braces Preparatory to Riveting:* Here the ends are fitted to the side frames and underframes, the body slope sheets, hopper sections and vertical diaphragms are reamed and fitted, all being done by a crew of five.

7. *Riveting of Slopes and Hopper Section:* There are six men employed in the remaining riveting of slopes and hoppers, in the performance of which operation six hundred and fifty rivets are driven.

8. *Building, Handling and Fitting Doors:* Here there are four men assembling, handling and riveting doors and slope supports, also applying door locks and couplers, which involves the driving of two hundred twenty-five rivets.

9. *Fitting and Bolting Side Planks:* There are three men engaged in the fitting and application of body side planks, steel ladders, uncoupling levers and other safety appliances. The fitting of these side planks is facilitated by the use of a portable pneumatic hand

(Continued on page 4)

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

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

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (bridge-line.org). If you wish to contact President Chris Shepherd, e-mail to CH952@bfh.org; for the Publications Office, use publisher@bridge-line.org.

Articles for the next issue of the *Bulletin* must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309) by noon the day before the first Saturday of the month (October 2003 issue deadline is August 29). 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.

The BLHS has a provisional charter from 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.

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President	Chris Shepherd	(unlisted)
Vice President	Jim Bachorz	518-374-9548
Treasurer	Pete Rankin	518-399-6568
Secretary	Barb Bachorz	518-374-9548
Directors: Gene Corsale, Frank Doherty (Chairman), Bob Hayes, Len Kilian, Bill Kozel, Tom McEntee, Jim Odell, Dean Splittgerber, Jack Wright		

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Back issues	BLHS Attic, c/o Joe Durham, 1 Krall Road, Hampton, NY 12837-9701

This issue was mailed bulk rate (Third Class) at the Albany, NY, General Mail Facility on Tuesday, July 29, 2003. 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	<input type="checkbox"/>	\$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	<input type="checkbox"/>	\$20.00 per cal. year**
Family	<input type="checkbox"/>	\$26.00 per cal. year**	Corporate	<input type="checkbox"/>	\$50.00 per cal. year**
Sustaining	<input type="checkbox"/>	\$50 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. 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

7/20/2003



BRIDGE LINE HISTORICAL SOCIETY



2003 Annual Banquet

Your Bridge Line Historical Society's Annual Banquet will be held on Saturday, October 25, 2003 at JeRon's Restaurant & Banquet House, 17 Low Street, Ballston Spa, New York; the telephone number is 518-885-1195. Join us for an evening of news, pleasant fellowship, good times, and great memories.

Directions: I87 ("Northway") to exit 12; west onto N.Y. Rt. 67 (travel past Curtis Lumber) to N.Y. Rt. 50 intersection (USA gas station on the left); right onto Rt. 50 north; travel approximately 1 mile to first four-way traffic light; left at light onto West High Street; first right onto Low Street. JeRon's is a half block on your left, on the site of the former D&H station.

The event will start with a cash bar at 5:00 p.m., followed by a short business meeting (our annual meeting, with elections) at 5:45 p.m., and then the ever-popular buffet at 6:15 p.m. The buffet items will include rolls and butter, mixed greens, Caesar salad, antipasto salad, chicken piccata, seafood newburg over white rice, stuffed shells parmesan, carved roast beef, herb bliss potatoes, green beans almondine, vegetable medley, cheesecake with strawberries, coffee and tea. The banquet price, \$22.00 per person, includes gratuities.

The after-dinner slide show will be by **Jim Odell**. A speaker is still in the works. Please send in only the bottom half of this form; keep the top for directions.

2003 BLHS Annual Banquet Reservation

Dinner reservations

@ \$22 = _____

Name _____

Address _____

Mail the bottom part of 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 15; no telephone reservations will be accepted. No refunds after October 15. Further information is available from Barbara Bachorz at 518-374-9548.



Bridge Line Historical Society

Bulletin

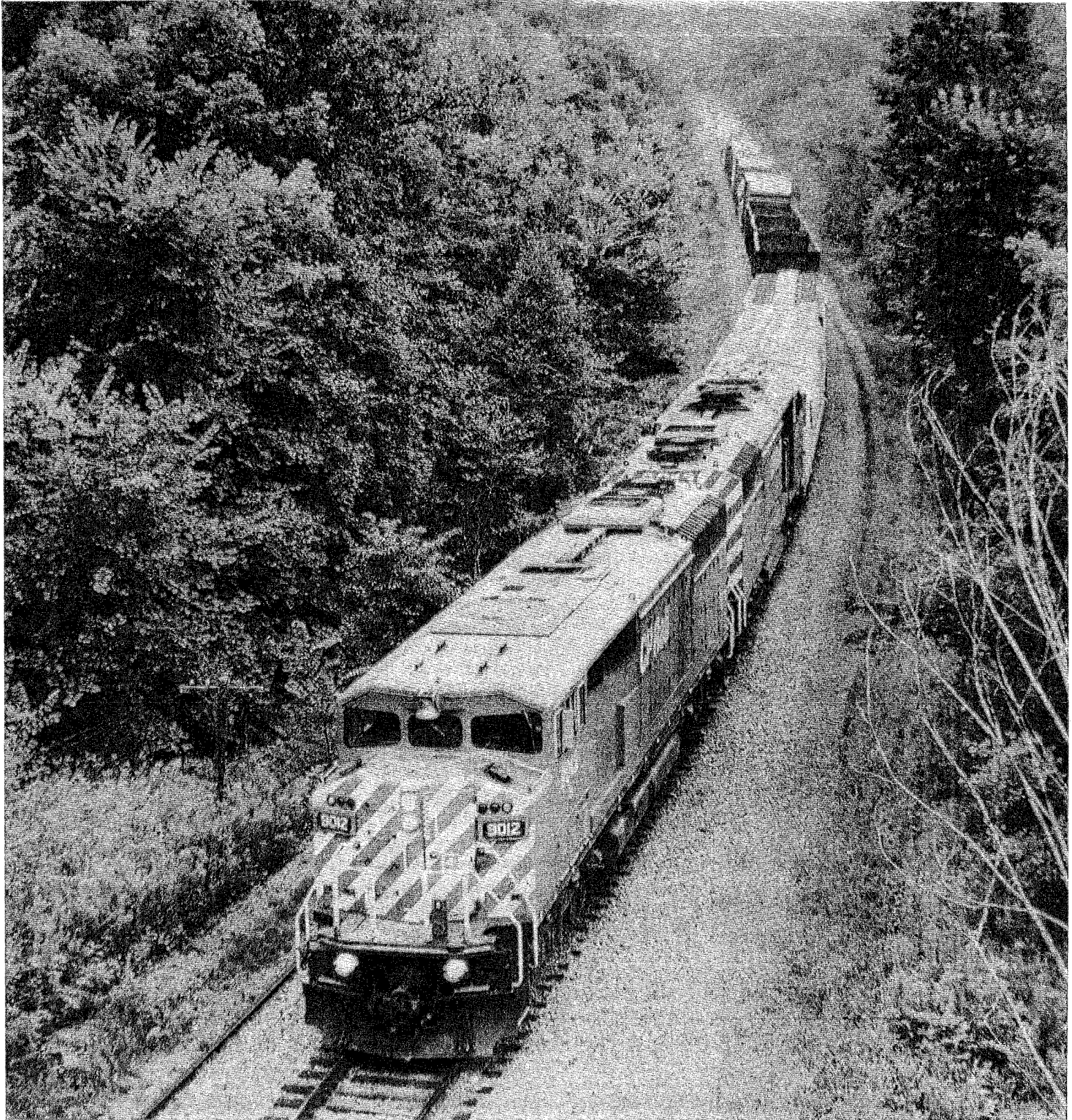


Volume 13, Number 9

\$2.50

September 2003

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society
October 25 - Annual Meeting and Banquet, JeRon's Restaurant, Ballston Spa, NY. See the flyer for details.

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
 bbecker@albanycc.cc for details
 Monthly meetings:
Oct 4 - Rensselaer, location TBA.
Nov 22 - Schenectady, location TBA.
Jan 10 - Schenectady, location TBA.
Mar 6 - Schenectady; location TBA. Annual Meeting.

Fonda Johnstown & Gloversville RHA
 Last Wed. of month, 7 p.m., Gloversville Library, Gloversville, NY.

Gulf Curve NRHS
 Meetings are first Monday of month except 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.

On the cover: On September 1, 2002, CP Rail "red barn" SD40-2F's 9012 and 9013 rattle a light 25-car GRS/ST MOED freight (Mohawk Yard - East Deerfield, Mass.) beneath the N.Y. Route 67 overpass in Schaghticoke, N.Y. Photo by Gary R. Schermerhorn.

Utica & Mohawk Valley NRHS

uticarometrains.org

Sep 12 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY. Program TBA.

Oct 10 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY. Program TBA.

Nov 14 - Monthly meeting, Zion Lutheran Church, Burrstone Road, New Hartford, NY. Program TBA.

Dec 12 - Annual dinner (bring a dish to share), Zion Lutheran Church, Burrstone Road, New Hartford, NY.

Show Time! (other events)

Feb 8 - Annual Train Show, West Springfield, MA (the BIG one at the Big E); *BLHS will be on site.*

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.

CSX Police

In the same way, if you see dangerous conditions on CSX property, or need to contact CSX police for legitimate reasons, the number to call is 800-232-0144.

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).

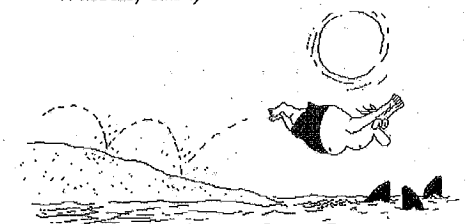
If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us with the details, allowing sufficient time for us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us.

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)
- ☞ Rensselaer Trains & Hobbies (102 Troy Road, East Greenbush, NY)
- ☞ Tucker's Hobbies (8 Bacon Street, Warren, MA)



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BLHS News and Views

by Barb and Jim Bachorz

Elections

Three Director positions are up for reelection this year. These are 3-year terms, as one-third of our Directors are elected each year. The incumbents are: Bill Kozel, Dean J. Splittgerber, and Jack Wright.

If you want to run for one of these positions, or have some member in mind whom you think would make a good director of this organization (and have, of course, determined he will serve if elected), contact the Nominating Committee.

Elsie Rankin and Millie Doherty have agreed to be Co-chairwomen of this year's Nominating Committee. Elsie's telephone number is 518-399-6568; Millie's is 518-438-0186.

Annual Banquet

This year's annual banquet will be held on Saturday, October 25 at JeRon's Restaurant and Banquet House in Ballston Spa, New York. See the flyer for details.

Congratulations

The **Times Union**, in cooperation with St. Peter's Health Care Services, is recognizing volunteers' dedication, sacrifice and accomplishments with the Jefferson Awards. Named after Thomas Jefferson, the third president and a statesman who drafted the Declaration of Independence, the awards are sponsored nationally by the American Institute for Public Service in Wilmington, Del.

BLHS Director **Gene Corsale** is one of the recipients of the Jefferson Award. Gene was involved in the restoration of the St. Peter's War Memorial and the 200-year-old Gideon Putnam Cemetery. He also began the "Saratoga County Honor A Deceased Veteran of the Month" program. A noted Saratoga Springs rail historian, Gene is also Operation Lifesaver coordinator for the Ballston Spa school system.

Congratulations, Gene. Keep up the good work.

CPR sets a restructuring strategy

Canadian Pacific Railway is taking what it's calling "additional measures to increase productivity across its network" to

"improve its economic performance." The measures include additional job cuts and restructuring of its Northeastern U.S. network, operated as the Delaware & Hudson Railway. CPR will take a special charge of approximately \$152 million after tax in second-quarter 2003.

"We are not satisfied with the current rate of progress toward our long-term financial objectives", said CPR President and CEO Rob Ritchie. "This situation has been exacerbated by the unexpected rise in the value of the Canadian dollar added to sustained high fuel prices. We are accelerating existing plans and taking additional steps to improve productivity and address investments that aren't performing to expectations."

CPR will increase to approximately 820 the number of job positions to be eliminated, from 300 positions announced earlier this year. It now plans to eliminate 370 positions in 2003, 330 in 2004; and 120 in 2005. CPR "will selectively hire in specific areas of the business to ensure we can accommodate growth or changes in traffic patterns and to provide the required train service levels."

CPR will restructure the D&H "to create a more cost-effective and flexible railway network, and has begun discussions with a number of interested parties about ways to generate higher traffic volumes and greater earnings", said Ritchie. It will write down its investment in its Northeastern U.S. operations by \$75 million after tax "to more accurately reflect the current fair value of the operations and the impact of restructuring. We believe our Northeastern U.S. network has additional earnings potential and we are prepared to take the measures necessary to make it a success."

from **Railway Age**

L.F. Loree's granddaughter dies

Marguerite Loree Tubman, "Peggy", 86, passed away Sunday, May 18, 2003, at the New York State Veterans' Home in Oxford, N.Y.

She was born in Limpsfield, England, daughter of the late Robert Fresnell Loree and Alix Ghislaine Loree.

Marguerite grew up in Montclair, N.J., attended St. Elizabeth's Academy and Eden Hall. In 1937 she graduated from Douglas College with a degree in English literature. In 1938 she received a degree from the Katharine Gibbs Secretarial School in New York City and worked as a secretary at the Guaranty Trust Company in Manhattan.

In 1945 Marguerite joined the United States Navy and reached the rank of Lieutenant, working in the Communications Decoding Department on Staten Island during World War II.

Our thanks to **Walter Rich** for this information.

USPS Required Notice

The BLHS has a provisional charter from the Regents of the University of the State of New York, and has 501(c)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.

Sustaining

Sustaining members for 2003: Matt Adams; Roy & Jerolyn Allen; Carl Belke; Ashleigh Chamberlain; Joe & Charlotte Costello; Wally & Monica Day; William & Mary Denale; Geoff Dunn; Robert Gangwish; Tom & Arleen Gillen; Richard Hamblly; Richard Hooker; Art & Sandy Jackson; Robert Kardas; Robert Kolankoski; Bill & Barbara Larkin; Bruce Leemann; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jeese & Sandra Meeker; Bob & Dora Moore; Tom Moran; Peter Paulson; Michael Prosch; Walter & Karine Rich; Ralph & Kimberly Roba; John Foord Sherman; Ed Small; Edward P. Street; Upper Hudson River Railroad; H.M. Baird Voorhis; Steve Wasby; James Welling; Tony White; Payson & Linda Wild; Robert Willett; Jay Winn; and Al Zubal.

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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

After the "summer break"

As you all know, **Chris Shepherd** produced his second special issue of the *Bulletin*, and gave us regular columnists a month off. In the interim, business at the Swap Shop has been a bit slow, with only one new ad showing up over the two-month period.

Wanted: A copy of Ruth Gardner's 1990 edition of "D&H Railroad, Champlain Division Lake George Steamboat Co. Pictures and Timetables, Vol. 4", published by the author. Any information on possible purchase appreciated. Mark Wright, 230 Springloch Road, Silver Spring MD 20904; tel. 301-622-1914, or e-mail gi.joeguy@verizon.net (0903)

Wanted: HO Athearn passenger cars, NYC in the 1800 series, built up or kits. John W. Gamble, 5413 Gilling Road, Richmond, VA 23234; tel. 804-275-5022. (0703)

For sale: D&H A-B-A "Sharks" in O-gauge, by Williams, mint, boxed (compatible with Lionel/MTH), two motors and horn; \$350 (free UPS S&H). Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 13760; e-mail: dkuehnem@stny.rr.com (0603)

For sale: Lionel #38013 D&H Challenger 4-6-6-4 with TMCC ('01 issue), mint, in sealed box. \$795 (free UPS S&H). Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 113760, e-mail dkuehnem@stny.rr.com (0603)

For sale: Steam locomotive bell. Brass bell measures 16 inches diameter at the bottom. Cast iron cradle is intact. This has been in my collection for about 30 years and is now located in Saratoga Springs, NY. If interested, contact Richard O. Aichele, tel. 518-581-9623, e-mail rottoa@inforworks.com for more information. (0603)

For sale: Have list of pre-war "OO" trains and parts. Send SASE or e-mail for list. Dick Kuehnemund, 3007 Phyllis Dr., Endwell, NY 13760; e-mail dkuehnem@stny.rr.com (0603)

For sale: D&H streamline HO passenger cars. Con-Cor smooth-side diner #42, IHC corrugated coach #204 "Lake George", and observation "Champlain". Never used, in original boxes, \$10 each ppd. E-mail: charlief@sisna.com (0503)

For sale: Doug Lezette's book, "D&H Passenger Trains, the Final Decade". Signed copies available on request. 150+ color photos, 72 pg. \$24.95 plus \$4 S&H; NYS res. add 7% tax. Check or M.O. payable to: Final Decade, PO Box 9069, Schenectady, NY 12309. Book review at finaldecade.com. *Please note there are less than 100 copies left.* (0103)

For sale: 256mb SDRAM DIMM's (memory modules), PC133, 168 pin; by H-P, fits most PC's. \$27 ea. includes S&H. Jim Bachorz, 2476 Whitehall Ct., Schenectady, NY 12309; tel. 518-374-9548; e-mail jbachorz@hotmail.com (0603)

Are we too late?

Athearn, the long-established manufacturer of model railroad products, announced recently that it will produce high-quality, ready-to-run models of Challengers, the 4-6-6-4 wheel arrangement steam locomotives that were among the last steam to run on the D&H. The models are to be produced in HO scale. The July issue of *Model Railroader* carried an announcement, and subscribers to Athearn's e-mail bulletins received further details on the models to be produced for specific roads. I am sure that you will find more details in **Steve Wagner's** column **Modeling Matters** elsewhere in this issue.

There were two different batches of models announced, one for early 2004 and the other for later in 2004. A D&H version was not included in their plans.

Earlier this week (this is written on August 1), I placed a phone call to Athearn to see if there was any possibility that they might be persuaded to produce a D&H version of their Challenger. I indicated that I was a member of the BLHS and that I was certain that there were members of the society that could provide any and all technical information they might need to do an accurate model. I was told to send an e-mail message and it would be forwarded to the people in control of those kinds of decisions.

There it is, loyal readers! What, you ask? This appears to me to be opportunity knocking at our keyboards! Keep those e-cards and letters flowing toward the West Coast! If you are an HO gauge modeler, or a D&H fan that would like to have a display model to represent the steam era of your favorite road on your mantel, now is your chance to possibly influence the decisions of a major model manufacturer.

I will caution you now that the models will have an MSRP in the \$600 range. Maybe, just maybe, if enough of us express serious interest to the folks at Athearn, we can persuade them to do the D&H Challenger. I would suggest that we not become a pest in their Inbox, but if many different people make known their wishes these folks may see enough of a market for such a product.

The e-mail address I was told to use is help@athearn.com. If you don't have access to the Internet, send them snail mail at Athearn, Inc., 19010 Laurel Park Road, Compton, CA 90220. If you really DO want to be a pain-in-the-tail, their phone number is 310-631-3400.

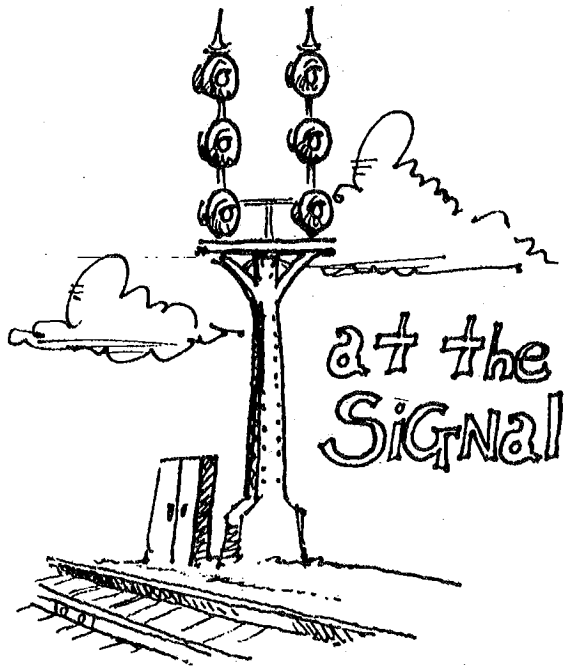
Radio controlled switching

In his July column, **Frank Peragine** discussed the remote control of switching locomotives via radio. He mentioned that he had not seen information in the media about this system being used by the railroads in the Northeast.

About six months ago there was some information passed via the Internet regarding CSX using remote switching at Dewitt Yard in the Syracuse, NY area, and in one of the CSX yards in the Buffalo, NY area. There was also small mention in the local press when a railroad employee was killed in each of these locations within a short time period last winter. There was no mention of a possible link between this relatively new technology application and the deaths of the two rail employees.

As usual, there has been no follow-up to these stories, so we do not know if a cause and effect relationship was ever established.

continued on page 9



by Gary R. Schermerhorn

Summer of uncertainty

The summer of uncertainty of our beloved Delaware & Hudson seems to have descended upon us this 2003. By June, the first rumors of "restructuring" had begun to filter out of CP Rail's head offices of its eastern network. Terms like "cost effective" and "flexible" appeared, with the wish to further generate greater traffic volume and earnings.

By July, the word "lease" began to appear, as in CP Rail wanting to lease the D&H to the highest bidder of "non-first class" railroads. This could be a move to save on infrastructure costs, or maybe bust the current contracted unions in order to develop a new lean-mean railroad out of the current subsidiary one.

Some of us may remember the "ghost", St. Lawrence & Hudson, which CP Rail proudly announced when it attempted for similar reasons to "restructure" its dead in the water/break-even northeastern rail stepchild. After going a few rounds, it was decided the "SL&H" was a "money losing venture", and the name quietly and quickly vanished off the company paycheck stubs and liquidated back into CP Rail, again as if it never happened. Today, only a few 5600-series SD40-2's still wear the SL&H lettering on their carboodies, a reminder of a "here today gone tomorrow" era.

Latest bidders for the CP/D&H are non-connecting roads or short line empires: Rail America, GWI, Reading & Northern. But, hold your hats; the dreaded "evil NS empire" even has a large say in the yea or nay part of any restructuring or lease to come. Even the Fink and Mellon Grinch/Guilford machinery may be getting in-

involved in a network consolidated by NS, made of GRS and CP. But until we hear the official announcement from the powers that be, it's basically just hearsay and rumors within rumors. But all this can't be helping morale for the men and women working on the D&H today, with the clouds of uncertainty filling the skies of their future with a lot of big unknowns.

Time to get trackside

With all this chatter about leasing, restructuring and buyout, it has been my experience in the past with Conrail's last days, that you should waste no time getting trackside - just in case. This means a beginning or end of another era of the D&H as we know it under CP today. Even if it turns out to be a hyped-up blow-off, I can still come away with some great material.

Two consecutive Saturdays in a row in mid-July in the dead of summer found me out along the scenic Albany & Susquehanna Line, with battered Nikons armed to the teeth with slide and print film. Because the northern end of the former Second Division is closest to my Hudson River Valley homeland of Hudson NY, I usually find it the most profitable to cut through the Catskills into Middleburgh on Route 145 to I88 at Cobleskill and see what evolves. From Cobleskill, by 8 a.m. I can usually go either north to Howes Cave or Central Bridge, or southwest to my beloved perch at Brooker Hollow Road in East Worcester, hard by the MP528.2 detector.

On the gorgeous sunny Saturday morning of July 19, I was perched on Brooker Hollow Road when those musical Canadian horns announced northbound train 413 out of Worcester about 9:30 a.m. The 413 rounded the curve and charged upgrade toward CPF527 with an impressive six unit lashup led by dirty Soo 6610, followed by MEC/Guilford 381 (in pool service for CP apparently), Soo 6604, and CP SD's 5668-5640-5677 with 62 cars. This freight would meet the train 252 in the siding.

The 252 would be the surprise train of the day, and would prove once again on the D&H that persistence and patience has its occasional rewards.

While waiting for 252 to launch, I had the pleasure and honor of meeting two fellow railfans on the bridge. The first was a trainmaster for CSXT in New Jersey; the second was a fellow named Tom (who I believe posts wonderful sightings and train numbers on the net of the action on the A&S and Binghamton). It's great to be able to chat with someone and find out the

latest info for the future. My hats off to both gentlemen on this glorious summer morning in making the pilgrimage a little more enjoyable. Tom and I shot the NS 168 train with "skull" GE 8948 plus a former Conrail C40-8W, still in blue, at 10:14 a.m., as it rattled up the grade for Richmondville Hill's summit. Today's consist was fairly short n' sweet.

Now it was time to finally release the train of the day, the 252. Numerous instability cumulus clouds now spilled and filled that once clear blue dome of morning sky. As a result, the cloud shadow monsters were in full force as the 252 rumbled out of its hole and accelerated towards the truss bridge, with Soo candy apple "red barn" SD60M 6058, CP SD40-2F barns 9019-9006, CP "Pacman" 6013, and dirty CP redbird 5655 with 60 cars. Wow! This was the only time I have been able to lens one of the elusive Soo SD60M's on point of a D&H train. To have this Soo lashed up with two CP barns as well was a real rare treat.

It was a train well worth a chase, but the unfortunate cloud machine now generating over my head as the late morning sun began its dreaded upward trek towards the H.A. (high angle) time of the day (roughly 10 a.m. to 3 p.m. during the summer months). Tom and I did the usual I88 to the nearest exit chase scene for the southbound 252. By Unadilla, it was apparent that the H.A. sun was going to get the best of me, and I pulled the plug to head north, not wanting the endurance test of driving all the way to Binghamton at the height of the heat and traffic and meltdown until the afternoon sun rolled around. At least not this time.

Back up at Delanson after devouring a bag of Doritos "salsa" chips (the best tasting Doritos on the market, in my opinion; look for the distinctive black bag!) and some Gatorade Frost (*There's a combo!*), plus a few walks to explore the CPF499 signals, train 169 finally stormed into town south from Mohawk Yard around 3:15 p.m. Today's train was a *huuuuuuuuge* monster, with two Dash 9 skulls, the first being the 9665, with Soo 6605 thrown in for good measure. A nearly 2-mile train of EMP containers, J B Hunt trailers, and K-Liner stacks, seemed to say that NS is doing very well as of late with its Ayer traffic into New England.

Round Two

The next Saturday, I was in much worse shape due to the wear and tear of a battling workweek and little sleep the previous night. An attempt to get an early morning shot at Colliersville, near Cooperstown Junction, with the two parked M-NR FL9's along N.Y. Route 7, came up with zilch, as no early train 413 or 168 was

forthcoming. Dejected, I headed north once more until I hit train 252 growling over Richmondville Summit at 11 a.m., led by an all-red handsome lashup of CP red-bird 5604, Soo red SD60M 6060 and red-bird 5676 with 83 cars. I made a quick hit-and-sun shot at Brooker Hollow Road, and proceeded to follow the 252 to Oneonta, where it met the 168 just after noon. The 168 had its usual NS skull GE power, 9340-9769 (whiteface scheme).

I elected this time to head into Binghamton to scratch up that elusive train 413, which was indeed still in East Binghamton Yard upon my arrival around 2 p.m. Binghamton was a study of road construction, traffic, proactive bystanders, sirens and sweltering heat on that July 26th afternoon. Train 167 with three CP SD's was released to go west on the Tier with 5633-5602-6073 elephant style.

Next came train 413 with a monster 98-car, 9,335-ton freight, apparently delayed by not having an available rested crew until a noon on-duty time. Power was CP red-bird 5603 followed by MEC/Guilford 381 (back again), well-flogged Pacmen 5668-5666, and the red SL&H-lettered 5690. The heavy train 413 would meet the still-to-arrive train 252 at Phelps Street near CPF611, then howl and grind and smoke its way up Belden Hill in a din that drowned out 90% of the insects and bird and human sounds over the mountain. The DS would hold the 413 at Afton for the 169, with NS skull-ships 9296-9053 heading a large cut of red K-Line stacks right behind the power. By 5:10 p.m., the 413 headed northeast, plagued with telemetry problems, which forced the crew to reduce the train speed to 30 mph.

Unbeknown to me, behind the 413 was train 165 - a pleasant surprise - with six CP SD40-2's, led by the beat up Pacman 5642 leading 6014-5663-5980-5901-5939, with a 384-axle/87-car train of containers and mixed freight. Both of these D&H monsters made a fine sight in the evening's hazy sunlight as they headed north over the A&S. Following them were a few chasers, including myself, bleary eyed and suffering from mild heat exhaustion, but determined to get in a few more frames of those ragged SD's. Finally the 165 ran around the slower 413 at Oneonta, and met the waiting 412 at East Worcester at 7:30 p.m. Power for the 412 was CP 6020-NS skull 9599-CP SD's 6018-5605-5675. A *grrrrreat* day on the A&S once more.

CSXT tidbits

Finally, a newspaper clipping was forwarded to me by fellow columnist Rev. Walter Smith, concerning an 18-car derailment of CSXT/CN freight Q620 near the Liberty Street Overpass in Adams, NY near Syracuse. The June 30 derailment

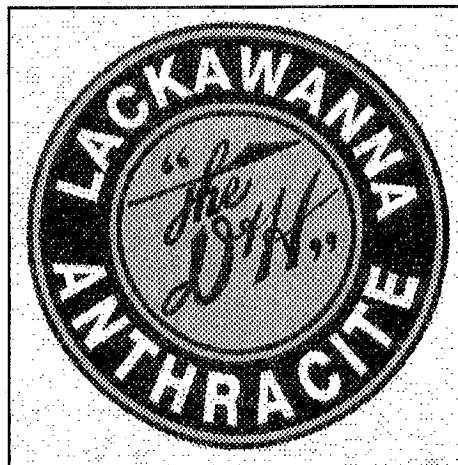
raised questions on CSXT'S maintenance practices by local town politicians due to "speculation" of a break in line (broken rail in RR lingo), causing the 71-car freight to go on its ride into the weeds.

On the other end of the stick, there had been rumors of further cost-cutting in CSXT, hacking more jobs systemwide in an effort to prune its system to a better money-making machine, but at what long term cost? Currently the New York (former Conrail) section of the system (aka Albany Service Lane) seems to be undergoing a severe motive power shortage, causing numerous delays and bad tempers to flare up. The rolling junkyard going by my bunker warehouse facility at Coxsackie along the River Line near CP118 has been quite colorful and interesting to watch. Every rainbow-schemed leased HCLX, CEFX, HLCX EMD or GE has made a showing, along with a dramatic increase in the use of four-axle GP40-2, GP38-2 and B36-7's on road trains. While it is great news for the photographers, it is bad news for the crews stuck in the single track with a maxed-out tonnage train, with fried wires and the added problem of smoke pouring out of the innards of that burned-out former SD50 of Seaboard System days. New "dark future" or "bright future" paint doesn't magically fix the internal wear and tear, and shrinking maintenance personnel won't fix it. It just makes it look more pretty when it poses for seven hours while the crew awaits the next rescue mission to arrive, racking up the paycheck hours I guess. Aah, the life of modern railroading in corporate America!

The marker

A safe and happy summer to early fall season to all of the faithful readers. Keep sending your e-mails and any nice prints or slides (yes, they can use them) to the *Bulletin* Publications Office. Cheers!

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS



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:

Matt Adams, Frederick, MD

Jan Archacki, New York City, NY

George Ellis, Rockville, MD

Robert Legault, Ottawa, ONT

Jack Oliver, Leonia, NJ

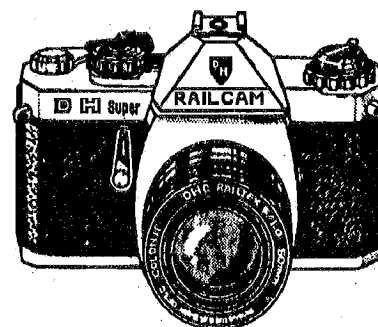
Saul Rigberg, Delmar, NY

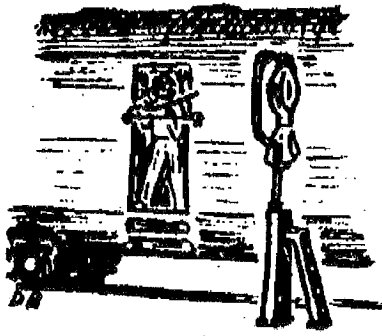
Andrew Salamon, Jr., Newtown, CT

Michael H. Smith, Williamson, NY

Susan Smith, Duncannon, PA

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The Mail Car

Mail from our favorite source - our readers!

The Answer Is Coal

from Robert K. LaPorte

I was sitting in my recliner watching a VHS tape of myself conducting Tchaikovsky's Second Symphony, when my thoughts started to drift towards what our curmudgeon said in his column in the June issue. Natural gas and tree-huggers aside, no one, but NO ONE, ever mentioned (not even our curmudgeon) that coal-fired steam plants can be built to be very efficient, emissionswise. They don't tell the ever-loving public that!

I have spent my professional life involved with steam and diesel power plants and their auxiliary equipment, both ashore and afloat, so I *think* I know somewhat of what I speak.

In 1983, I went to Griffiss AFB in Rome, NY as a mechanical engineer, representing the Air Force's interests in various construction contracts. The largest job I had there, prior to taking over as Chief Engineer of the oil-fired steam plant, was in getting involved in the construction of a new-from-the-ground-up COAL-fired steam plant to replace the old oil-fired job.

This was to be state of the art, and I *mean* that! From a hole in the ground, we built that new steam plant, four boilers and auxiliary equipment, a bag house, exhaust gas scrubbers, and treatment plants to remove acidic and precipitate waste from the rain water runoff from the coal pile.

There were emissions monitors and smoke indicators on top of the two smokestacks, so we knew the state of combustion in the boilers at all times during operation. The plant was computer-controlled from the control room.

I was asked to take over as Chief Engineer in the new plant, which I did; what the hell, I was in on the building, and I knew the setup there from one end to the other. Sure, we had the inevitable start-up pains, but after running awhile, things settled in and the operation gradually smoothed out.

What's the point? I say, based on that experience, the coal-fired plants can be made very environmentally friendly if properly engineered and operated and *maintained*.

When Griffiss AFB closed, the coal plant was taken over by private interests, and guess what? They converted it to natural gas!!! You should see the size of the natural gas main pipe going into the plant. When I am in the area, I look at it and shake my head!

I will say this that you cannot dispute that coal firing is labor-intensive, especially with all the emissions clean-up equipment involved. OK, so the people who would be working there are out of jobs, maybe on the public dole. Who knows?

When I looked at those large gas pipes feeding the old coal plant, the thought went through my head, "With this and so many other plants also on natural gas, setting price problems aside, we have a *finite* supply of this stuff, which is also the sole fuel for most residential and commercial heating. What happens when demand ultimately exceeds supply?"

No amount of money will buy this stuff if there isn't enough to go around. Coal, on the other hand, is not used for most residential and commercial heating, but mostly for steam generation. Properly used, it *does not* pose environmental problems, and we have plenty of the stuff available at reasonable prices. I am sure we have the technical know-how for dealing with the higher-sulphur coals.

What the tree-huggers forget is that both natural gas and coal generate CO2 into the atmosphere, despite the best coal emissions treatment used. Okay, don't want to heat up the atmosphere? You can always generate with nuclear power, but you don't want any coal, oil, gas, or nuke. It's like medicine; no matter which you use, it has side-effects.

Maybe we ought to go back to the stone ages. But wait, doesn't wood generate both CO2 and hot exhaust?

Grrrr!

Questions for the Membership

from Bill Nalevanko

I'm not sure who to direct my questions to, as I'm not sure if there is a historian office, so I'll direct them to the membership.

1. In what year did passenger through service on the Penn Division end? I have a 1921 timetable that shows trains 506, 509 and 516 provided service between Wilkes-Barre and Albany, and was unable to locate said info in my Shaughnessy bible.

2. Were any of the Penn Division "name" trains?

3. It is my understanding that commuter passenger service on the Wilkes-Barre/Carbondale ended in 1952, but I don't have a source to quote. Can someone provide one?

We need the info for our "On the Right Track: Lackawanna Valley" publication. Please e-mail answers to me at okeusa@att.net.

North Country News

from Bob Bergevin

Our local paper, the Press-Republican, runs a review of its news from the last 100 years in 25, 50, 75 and 100 year chunks every week. I have been reading these things for several months, and I have begun to marvel at how much of the information from 100 years ago seems to involve the railroads in the North Country, and especially the D&H.

I decided to take it upon myself to clip some of the gems and send them on to you for your edification or interest and perhaps a filler or two for the *Bulletin*.

A most interesting item that I did not manage to clip was the announcement that the narrow gauge line between Plattsburgh and Lyon Mountain and beyond would be converted to standard gauge. Lo and behold, after only a couple of months the item appeared that the work was complete, and now regular service would begin into the Adirondacks through Plattsburgh. All of this 100 years ago.

Another item that also appeared some time ago was the change in ownership of the AuSable Chasm and Keeseville Railroad to D&H ownership. We all know the history behind this short but busy line that changed hands 100 years ago.

I wish we could hear more about the Northern Division, but we don't all get our wishes.

Here are a few more:

25 Years Ago - 1978: Although the City of Plattsburgh was told it would not have to pay a cent toward the construction of the new Smith Weed Bridge, a letter arrived from the state listing Plattsburgh's share of the cost at \$6,825.

(This was the bridge over the D&H near City Hall. The railroad came one day and tore off the roadway over the tracks. After a small war, NYS agreed to replace the bridge....Bob B.)

75 Years Ago - 1928: The Delaware and Hudson Railroad will discontinue the morning passenger train on the Chateaugay line and the afternoon train on the AuSable Forks branch. That means there will be only one train between Saranac Lake and Plattsburgh and AuSable Forks and Plattsburgh each day.

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Railroad Tech

by Frank Peragine

Smart Containers

Last month's discussion of batteries, wireless, processors, and electronics got a little technical. For this month's column, I hunted for a rail-related application that everyone could relate to. The application was obvious: the smart container.

There are tens of thousands of containers being shipped around the world daily, carrying just about any type of cargo you could imagine. The whole concept of containerization was a closed box that was sealed up by the originator and opened at the destination by the consignee. Low labor costs, less warehousing, less damage, less pilferage. All the shipping companies and railroads had to do was transport the box from Point A to Point B. Simple, and good for everyone involved.

Enter, unfortunately, terrorism.

Somewhere between shipper and consignee, a container can be broken into or swapped out and maybe, nasty stuff substituted for good. So you design a container (everything holds for trailers, too) that incorporates a processor and wireless interface to connect the box to the outside world. Maybe a GPS (Global Positioning System) receiver to ensure that the container is moving from Point A to Point B like it's supposed to, without detouring to Point C, where the bad guys are. You design the container so that if its seal is tampered with, the processor would know. Maybe equip the box with accelerometers to detect motion, and while you're at it, sound detectors. Yes, the box can be bumped around a little when it is removed from the flatcar, but not at 3 a.m. while it is sitting in the intermodal yard awaiting an 8 a.m. pickup. The power for all this is provided by those high capacity batteries that power laptops or digital cameras.

The sky seems to be the limit on the features such a container would have, and some of these features are not really that far off. Quite apart from the terrorism situation, large shippers are interested, for example, in maintaining the quality of food shipments and are willing to pay to maintain that quality. A container full of spoiled food is probably hard to get rid of. The technology is already in place to do this type of remote monitoring. I saw somewhere that a shipper is planning to monitor the temperature of his containers of fruit as they make their way across our country.

The smart container restores everyone's faith. If they are made smart enough, the containers don't have to be inspected at

each port or border crossing. The computer on each merely has to be interrogated by a trackside or roadside scanner, and the box is on its way again with little need for human interaction. Clearly there are lots of details to be worked out, and international standards to be written. Since maintenance of free trade and elimination of terrorism and theft are issues that just about everyone supports, there is plenty of interest out there.

But no matter how smart the container is made, there will probably be a perpetual race to keep a few paces ahead of the hackers, the terrorists, and the hijackers. However, this is the reality; new computer viruses, stories of hacking into corporate computer systems, and credit card and identity thefts seem to be reported daily in the media. Truly, computer security may be the big growth industry for the new century.

Next time you pass a large container yard or see a stack train, imagine that all the containers you see may be tied into a wireless LAN (Local Area Network) and reporting periodically on their status. Not quite what I think of when I think of a LAN, but one I'm sure we will see someday.

Electro-Motive IntelliTrain Services

Along these same lines, EMD has a program called IntelliTrain Services, whereby locomotives out on the road transmit status data to central locations using the commercial cellular network. Like our automobiles, locomotives are getting more and more complicated, and railroads need help with maintenance. A locomotive shuts down on the road and the crew can't find, let alone fix, the problem. The unit's on-board computers are scanned by the EMD remote monitoring system. The web article I read indicated that there might be three thousand signals on a modern locomotive that would have to be scanned and then sorted out to get to the root of a problem. This sounds like a good number when you consider sixteen cylinder prime mover, alternators, rectifiers and maybe inverters, six traction motors, blowers, control panels, and so on.

By the time the locomotive arrives at the maintenance center, the central computer has churned through the data and the repair crews know what to fix and have the required repair parts and tools on hand. Easy, and the locomotive is out on the road again shortly, at least most of the time. And, everything is put into a database, so the history of the locomotive can be reviewed at any time and trends can be assessed. Maybe other units of the same model number have had the same type of trouble, setting up either a blanket fix or a change in maintenance procedures.

Of course, everyone has come across a nasty problem or two in their lives, be it with the car, the computer or the lawn mower, and some they were not able to solve. I sure hope the railroads keep a few of the old, experienced mechanics around to help out with the real dogs.

When I worked in the telephone field some years ago, we had complicated systems that were 50% hardware and 50% software. Sometimes we had transient failures, which took a few weeks of work just to resolve whether the problem was caused by a hardware or software glitch. Once that was decided, things were usually pretty straightforward. Every once in a while, though, we found a problem we could not solve since we did not have enough data. Once we put the system back up and learned more, we eventually learned what we needed to know to complete the job.

I'm sure that there are more than a few multi-million dollar locomotives out there somewhere with intermittent bugs that the maintenance crews would like to lose somewhere. I remember one boss who told me to toss a circuit board, since it seemed to be beyond fixing - we just couldn't find its problem. I don't think this would be so easy with a big locomotive; few bosses are that understanding.

New center-beam cars for CP

Of interest is the announcement this month that CP has acquired 700 new center-beam flat cars from Greenbrier Industries for lumber and other forest product loading. What's unique about these cars is that they are riser-less.

Check out the deck of a prototype car or the deck of one of the **Walters** or **Front Range** models on your HO layout. You'll see that the top side of the deck has lateral supports spaced about every four feet and about three inches high, on which the load rests. These are the risers. The new cars don't have risers, so the deck is flat. It sounds like someone figured out a way to leave the risers out and still maintain the desired floor stiffness. The press release states that eliminating risers also results in a lower tare weight, that is, empty car weight; always important. A nice feature for the railroad customers is that the shipper can now palletize his freight with the pallet now incorporating the risers, so that they stay with the load. Loading and unloading cars with a forklift has been made a lot easier, since the risers are always there. Additionally, the cars can carry a heavier load than current cars. Looks like a win-win for everyone.

I checked out an article about center-beams in the June 1991 **Mainline Modeler**. These cars were introduced in the mid-1980's and represent a revolution, not

unlike, say, the introduction of enclosed auto-racks and double stack cars, in winning back rail traffic. With the center-beam, the shipper does not have to get involved in bracing the load on a traditional flat car, or get involved with filling boxcars in prescribed ways so the recipient could unload them. The center beam and end bulkheads do it all.

The center beam stiffened the car and supported the load, providing points to secure the load to keep it from shifting. Simultaneously, it eliminated the need for a heavy underframe on the car. All the shipper needed was a forklift and, I guess, an operator who could read the directions stenciled all over the car about the dangers of tipping if the car was loaded improperly. The design produces a lightweight car capable of hauling heavy loads with little or no danger of loads shifting in transit that is also customer-friendly. Center-beam cars are an example of good engineering that has enabled the railroads to expand the large amount of building products traffic carried.

Keep on the lookout for these cars; modelers may be able to do a quick kit-bash. Get out your No. 17 X-Acto chisel blades, and prepare to remove your risers!

Rail fasteners

It's interesting to look at the tremendous amount of activity in the world of rail fasteners. You would think that track is, well, track, and it's been around for so long, so how many new ideas are left? The answer seems to be that there are lots of good ideas out there and lots of demand for them. Track speeds are increasing for freight and passenger trains. Freight car loads are increasing. This was demonstrated to me the other night when an old Varney covered hopper wound up in one of my model freight trains next to an Athearn Trinity covered hopper. For the prototype, it is easier and cheaper to operate and maintain one large car instead of two smaller ones. Likewise, it is more economical to put as much traffic over one route.

Additionally, more and more commuter lines, subways, and light rail systems are being built. Here the trains are light, but train frequency is high. Long lifetime and reliability are important, as is rider comfort.

Because of the wide range of applications, there are many available solutions on the market. Rail fasteners also make concrete ties practical, allowing an additional cost savings for some of the most heavily traveled routes, where concrete proves itself most readily.

The fastener that is seen most often is the Pandrol e-clip. This is the paper clip or pretzel-shaped (come to think of it, the clip looks like an upside down "e") fold of

round-bar steel that is so often used on heavily-trafficked freight routes, but is also common along Amtrak's Northeast Corridor, at least south of New York City. The clip takes the place of both track spikes and rail anchors, and is aimed at mechanized construction of new track or rebuilding of old. The clip presses the rail down onto the tie plate, keeping the rail in place and in gauge. The rail is held tight enough by the spring action of the clip to perform the rail anchoring function. On conventional track, anchors are snapped onto the underside of the rail and rub against the ties and ballast to provide the required friction. So the economy of the fastener is evident: one part is needed instead of two anchors and two spikes and only one machine is needed to install them.

The Pandrol clip is usually machine-inserted on either wooden or concrete tie track. On wooden ties, a rolled tie plate is used, fastened to the tie with any of several types of fasteners. On concrete ties, the tie plate is cast right into the tie, and a flexible pad is used between the rail and the tie, since the concrete ties aren't as soft and flexible as the wooden ones. An insulator between the rail and the clip may be needed to maintain proper track circuit resistance.

Next time you are at trackside, take a look at the fastening system used.

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(Swap Shop from page 4)

What is UP?

There has been considerable Internet discussion recently about legal actions taken by the corporate entity that is parent to the Union Pacific Railroad. As you have followed the results of the many mergers of class one railroads over the past several decades, you have seen many "fallen flag" symbols/emblems fall into disuse and gradually disappear from the public eye.

The management of the UP has now seen fit to apply to the Registrar of Trademarks to reinstate all previous fallen flag symbols of all rail lines that have been taken over by UP. Further, the Union Pacific is now demanding a significant licensing fee from any model manufacturer that wants to use any of these symbols on models or decals. Editor/publisher Robert L. Hundman put together a very detailed discussion of this activity; it appears in the August issue of *Mainline Modeler* magazine.

Disclaimer!

Let me remind you, once again, that the opinions expressed in this column are those of the author alone, and do not necessarily represent the views of the editor or publisher of this newsletter, the board of

directors or this organization, or any other person on earth.

I find it difficult to believe what I am told the management of the Union Pacific Railroad is doing. Even after Enron, MCI, Global Crossings, Xerox and the other stories of blatant personal and corporate greed have cluttered the media for many years, this one is such a display of petty greed that I find it difficult to comprehend. Why would a major successful corporation see fit to harass the people who strive to emulate it in miniature? No matter how many hobby manufacturers pony up to their demands, the amount of money gained would never even garner even a penny to their bottom line. A desire to harass is the only explanation I can find.

Each of us will have an individual response to this situation. Mine will be to eliminate every bit of evidence of the existence of the Union Pacific Railroad from my personal model railroad, save one: I have coined a new slogan, which will appear on one large billboard atop the most prominent freight station on the layout. The slogan will read, "Be specific, DO NOT SHIP, Union Pacific!"

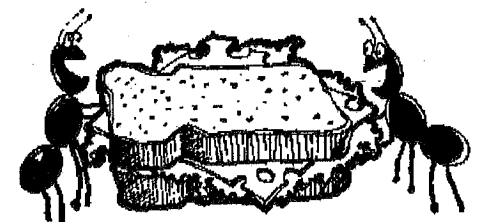
Whew....

That's enough opinion for one column. Until next month, may the Force be with you and yours, your home and your layout.

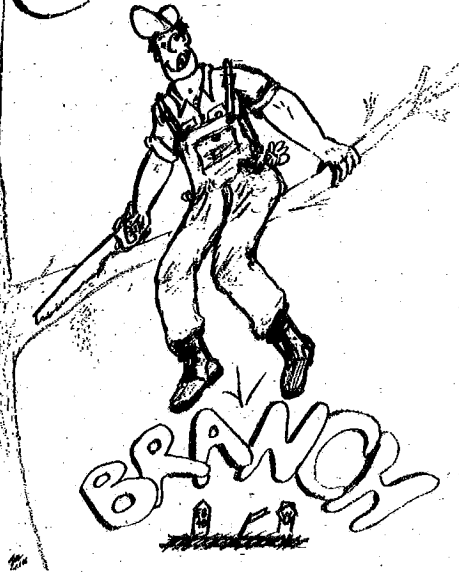
[Dreaded publisher retort: To me, it sounds like "Uncle Pete's" lawyers have been working overtime finding ways to "protect" the name(s) of the Union Pacific and its predecessors. I seem to recall that CSX (or maybe it was C&O) did much the same thing a decade or two ago in regard to Chessie the cat. In these litigious times, if you don't protect your trademarks, you can indeed lose control of them, as many a corporation found out when registering their corporate name(s) as Internet domains. Who knows when Big Yellow will want to resurrect one of those names and sell it - unencumbered with such baggage - to a short line?

I would like to think that the fees charged are intended to offset the costs incurred in tracking those legal rights. But then again, some of that would be normal corporate overhead....JB]

DBLHS-BLHS-DRLH-BLHS-DRLH-BLHS-DRLH-BLHS-DRLH-BLHS-DRLH-BLHS-DRLH-BLHS



OUT ON THE



by Joe Durham

The time is now

If you want to catch VRS action heading into the sunset (literally), now is the time to be in the Fair Haven, VT and Hampton, NY area to catch the westbound array of beautiful (to me) GMRC power teamed with red engines of VTR. It all makes a nicely lit picture these days.

The train heads from Rutland to Whitehall almost daily after 7 p.m., usually having three to five locomotives and perhaps 25 to 30 cars, usually tank trains and OMYA hoppers. When they come back east after dark, there are a few reasons they have that extra power on the head end.

Training school

An old Army buddy that lives a stone's throw from a former D&H crossing in Fair Haven recently witnessed an extreme bit of idiocy. If it weren't for the inconvenience to passengers, damage to the engine, and the effects it would have on the *Ethan Allen's* engine crew and the kids' families, I'm disgusted enough to say that it is too bad the carload of kids didn't get properly "trained". Sometimes people just can't be trained enough; they can only learn by experience.

A small car with a bunch of young apparent smart-alecks inside sat and waited at the crossing watching the approaching train. The lights were flashing, warning bell sounding, and the eastbound train blaring its horn quite properly. All seemed well while my pal watched the scene until, at the last possible second, the car purpose-

fully burned out from its standstill, straight across the tracks in front of the train. It barely made it. The laughing and hooting boys sped past my horrified buddy, who was too shocked at what he had just seen to get the plate number. I told him not to sweat it, since turning them in wouldn't do any good. If they're stupid enough to intentionally play chicken with trains, they deserve to be skewered. After all, it's quite apparent that there's only one kind of "training" they will ever learn from.

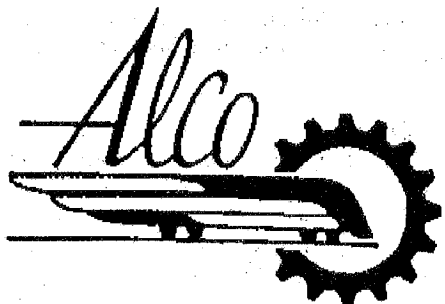
I'm unsympathetic when it comes to intentionally deadly stupidity. One of the reasons I no longer drive big rigs regularly is that I had come to a point where I actually began to look forward to running over any idiot that knowingly pulled right out in front of me and then slammed on their brakes without warning. A guy can only take a certain amount of heart-wrenching moments and near-collision experiences before he cracks. So many times I felt like a train; ya just gotta have a certain amount of room to stop or slow down. When ignoramuses suddenly invade your space and pull off death-defying stunts right in front of you, you can try to avoid playing tag for only so long until you get sick from having your heart and stomach in your mouth too many times. It got to the point I just didn't care anymore, and was actually looking forward to "training" someone. I needed a change and grabbed the opportunity.

One thing I learned in the Army is that some people just can't be taught. They usually get themselves or others killed. I saw my share of that. There are two types: those who you feel sorry for because they truly tried but were lacking upstairs, and then there are those that knew better but flirted with disaster anyway. Hmmm, I better be careful, because I have been known to visit the latter category at times!

Hey J.B., I hear you need your computer fixed; I'll be right over. What are pals for???

[Pub. retort: Don't worry, Mr. Woodchuck. Like you, I feel sorry for those who try but are lacking upstairs....JB]

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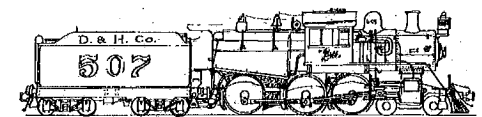
100 Years Ago - 1903: One of the worst accidents ever occurred on the line of the Delaware and Hudson Railroad near Putnam. Two trains collided head-on, killing four men instantly and seriously injuring two more. Both engines were demolished and three freight cars smashed.

100 Years Ago - 1903: A work train on the Chateaugay Railroad ran into a drove of cows at Stony Knoll near Danemora, the tender of the engine being thrown from the rail and falling directly across the track. Fireman Carter, who was in the engine, was badly injured.

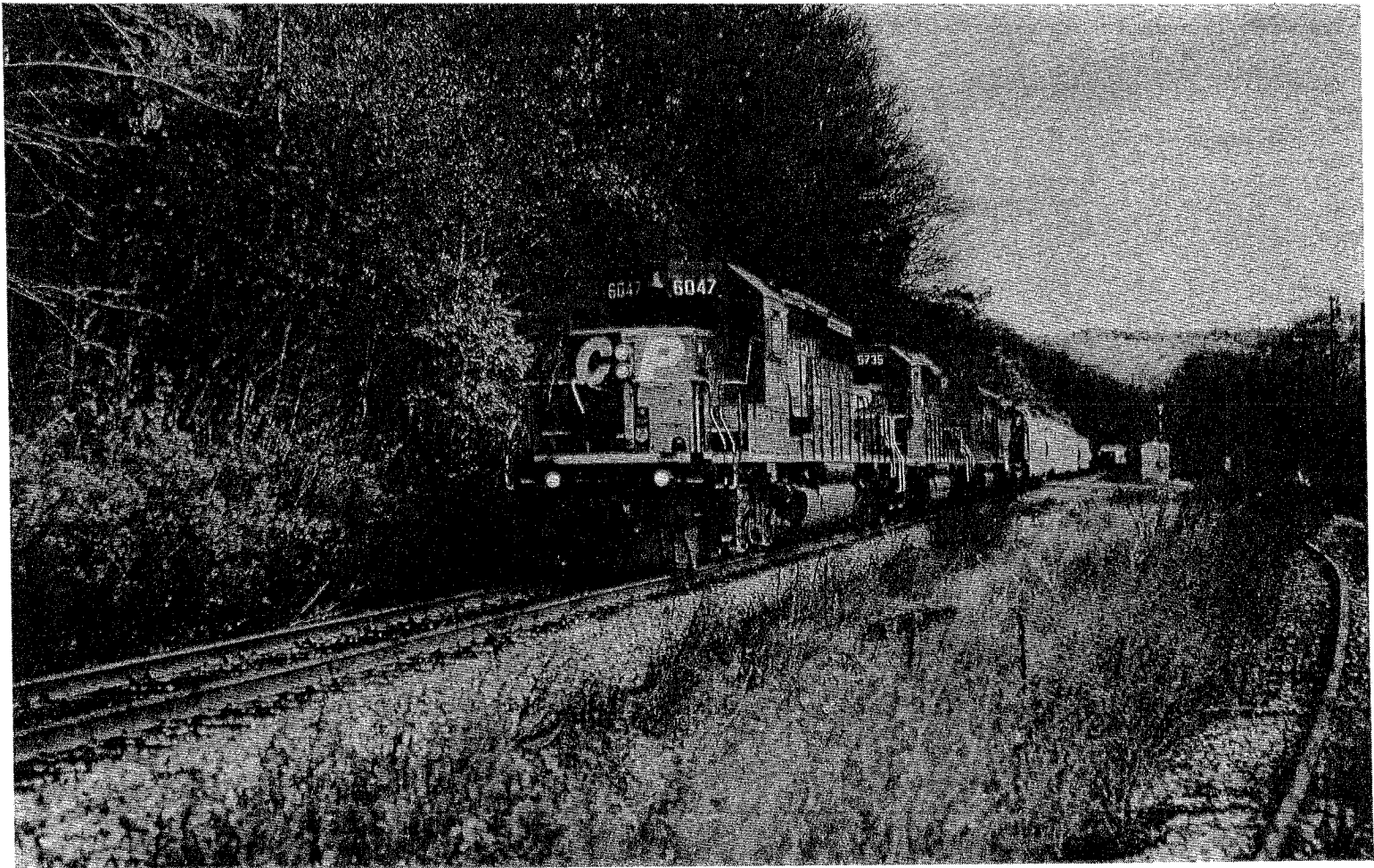
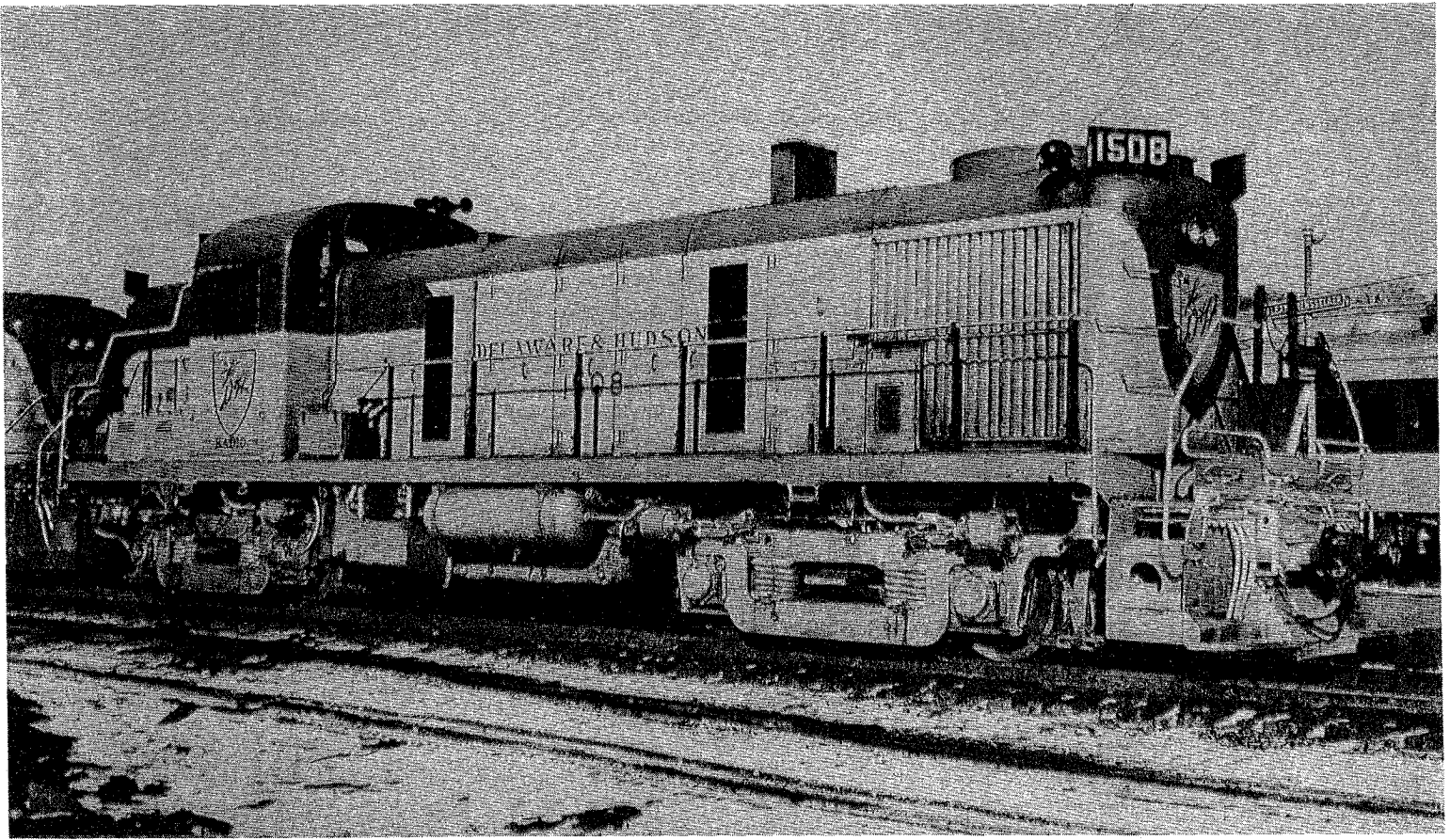
A suggestion: Many years ago in a **Model Railroader** magazine, there was an article about the engine whistle signals used to communicate with the crew or other personnel in the area. If only for my review, perhaps someone could do a short article. We all know the grade crossing warning, and I seem to remember the recall of the rear flagman on a stop on the main or active track as six longs. I heard this one cold night at South Junction as the midnight sleeper took on water. My friend had been dropped there to get on the train, as he was heading to New York City and of course the train did not stop in Plattsburgh. He was a D&H employee and knew the crews. It seems I counted six longs and he said that was to call the flagman (or whoever was covering the rear) back.

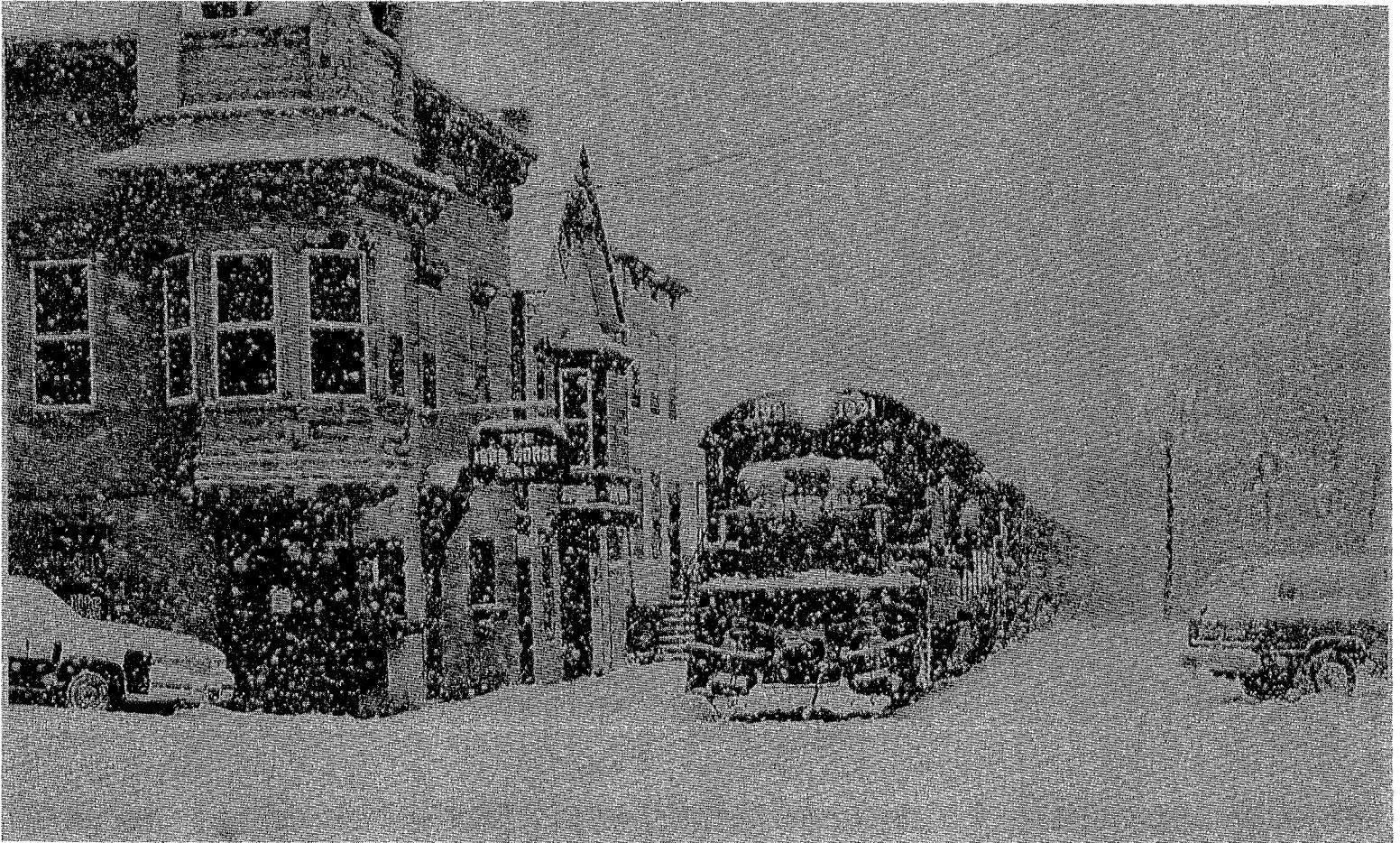
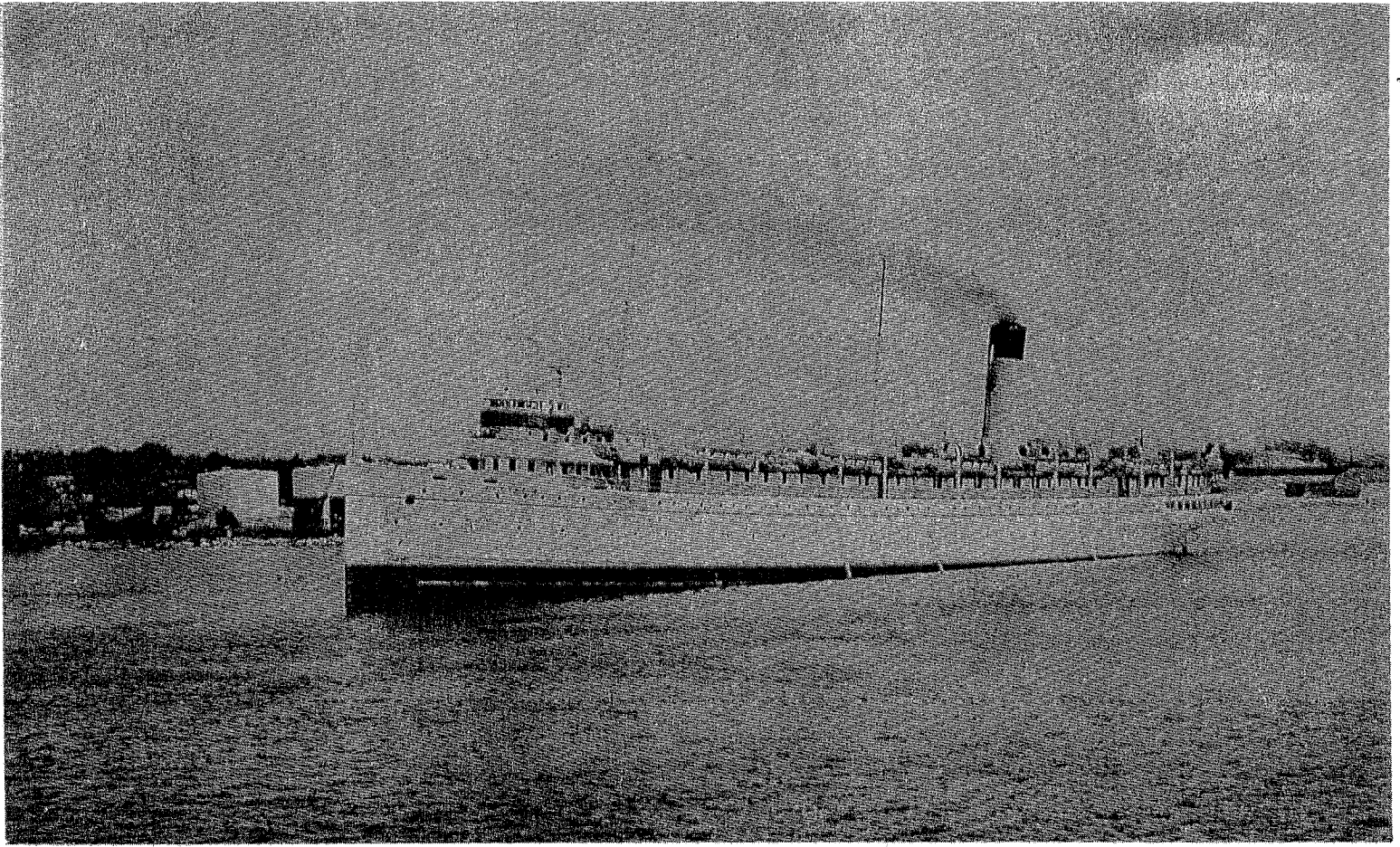
Another suggestion would be an article describing how the different steam power was classified, e.g., K63, J95, R3, etc. I have never been able to understand those classifications.

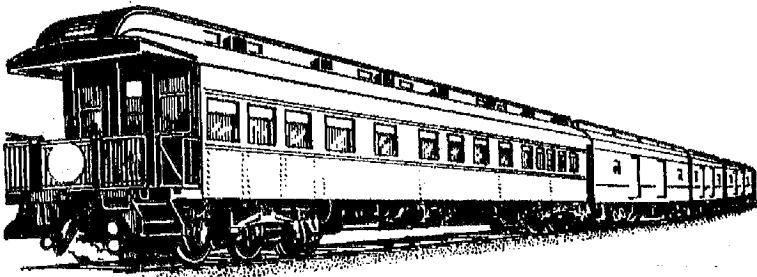
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photos on page 11:
Top: D&H R83 1508 (later 2nd 4075) is on the point of the northbound *Laurentian* at Albany-Rensselaer station on March 15, 1975. The D&H's first 4075 was swapped to the B&M for this engine, and was placed in service to "hold the fort" while the newly-acquired PA's were being rebuilt. Collection of Jim Bachorz.
Bottom: CP Rail 6047 plus three more SD40-2's head up a southbound freight west of Richmondville, N.Y. November 9, 2002 photo by Robert K. LaPorte.







Open Platform Observations

by Stephen T. Wagner

C: Not only a Paper Train

That short Roman numeral "C" indicates that this is the one hundredth column in this series to be published in the *Bulletin*. Writing them has been a lot of fun; I hope others have enjoyed reading them.

Richard H. (Dick) George kindly wrote a very informative response to some questions about the Delaware & Hudson's "Paper Train" that I'd posed in the February 2003 issue. It's worth quoting verbatim.

"I was a part of the D&H Traffic Department from 1963 through 1981, and I worked in the Albany headquarters all that time. A very interesting time, I must say.

"Now, to the Paper Train. The D&H called the train RW-6 (Rouses Point - Wilkes-Barre 6). Its northbound counterpart was WR-1. I'm told that at one time, many years ago, RW-6 did operate as a solid paper train, primarily newsprint from Canadian origins. We did handle some paper from mills on the BAR in Maine, when it was routed in connection with the CP and then, of course, the Napierville Jct. Railway, the D&H's Canadian subsidiary that operated from Rouses Point, NY to Delson, Quebec, our physical connection with the Canadian Pacific. Longstanding agreements permitted NJ freight trains to operate into St. Luc Yard, the CP's main yard for Montreal. Likewise the passenger trains operated directly into CP's Windsor Station in Montreal.

Photos on page 12:

Top: Canadian Pacific's other type of steamer, the *Keewatin*, was built in 1907 by Fairfield Shipbuilding & Engineering of Govan, Scotland. It was removed from service in 1966. This 1951 photo is by Robert K. LaPorte, who at the time was a Cadet Engineer on Inland Steel's *M.V. E.J. Block*. It's pretty clear where he got his love of steam.

Bottom: Conrail Hudson local WASE-15 slugs down 7th Street in downtown Hudson, N.Y. on December 15, 1995. The 20-car grain train is bound for the ADM mill, which is located north of town on the Hudson Branch. Photo from Gary R. Schermerhorn.

"D&H freight RW-6 operated daily. For many years the D&H also operated another through freight, RW-2, and that train carried the other-than-paper carloads. Before I retired from the D&H at the end of 1981, RW-6

was satisfactorily handling the available traffic.

"Traffic volumes out of Canada varied by the day of the week, season, and other factors over which there would be little pattern, so sometimes we had a light train. One of the Canadian lines might have had a service or weather interruption and traffic would be delayed.

"RW-6 handled paper off both the Canadian National and the Canadian Pacific. CN interchanged their cars directly to the D&H at Rouses Point, and the CP traffic to the D&H via the Napierville Junction's through train out of St. Luc Yard in Montreal. I do not have figures for total interchange with the Canadian roads, but an off-the-cuff estimate could be well over 50,000 carloads into the USA from the two Canadian lines.

"The 40 ft. boxcar to 50 ft. cars transition must have been gradual. Up until the mid-1970's all the cars were furnished by the Canadian lines, and they had to be returned promptly under penalty for failure to do so. No US shipper could load a Canadian freight car, except to load it back to or via Canada. In the 1970's, the D&H started to furnish some of our 50 ft. boxcars for Canadian newsprint.

"I'm not familiar with the high-cube newsprint car. I do know there have been 100-ton newsprint cars, but they were usually 50 ft. cars, with 100-ton trucks. If you are talking about high cube cars as what I call the auto-parts high cube 86 ft. cars, in my day such cars could not carry 100 tons, and probably not even 100,000 pounds unless they were adapted with larger size trucks than they normally were equipped with. High cube cars were designed for lighter loads: auto stampings of fender or door parts, single steel stampings in racks. It's entirely possible that present day newsprint traffic moves in such cars equipped with stronger/bigger trucks of one type or another."

[Contemporary high cube cars used for newsprint, as modeled in HO scale by LBF and Walthers, are extra tall like the 86 ft. auto parts cars, the 60 ft. cars used for heavier parts and the 40 ft. cars used for

appliances, but they are indeed around 50 ft. long....SW]

"RW-6 was scheduled to depart Rouses Point at 10 each evening, and was due Wilkes-Barre at 3 the following afternoon, with blocks of cars classified for the Pennsy, the Lehigh Valley, and the CNJ.

"Everyone on the D&H worked to make the operation of RW-6 as smooth as possible to maintain the reputation of our service. The northbound operation of our WR-1 was just as hot, as the operating boys wanted to get the Canadian freight cars back to the Canadian roads as quickly as possible to minimize per diem costs each night. Back in the times before freight car per diem costs were on a 24-hour basis, if the car was delivered to a connecting line before midnight, you did not have to pay per diem costs for the new day. On many roads that was a major element in running fast freight trains.

"The question of 'how much of a typical train's cargo was other than newsprint' is a difficult one because of so many variables in each day's operation. Certainly there were days when it was almost 100 percent newsprint, but there were some days it was much less - newsprint production was less, for any number of reasons, rail service was interrupted for any number of reasons. D&H participation in the newsprint traffic was sometimes affected by any number of reasons beyond our control. Strikes, newspaper production moved to a new location where there were not D&H routes in applicable freight tariffs.

"Commodities that I can recall moving into the United States over the D&H in addition to newsprint included wood pulp, asbestos, aluminum, lumber, the seasonal movement of Christmas trees, and a little pulpwood to paper mills on the D&H. Propane from western Canadian origins started to move to D&H points in my later years. Once in a while, I'm told, we would have a car of Canadian whiskey. When that happened, we also had to be alert for theft.

"Competition for the newsprint tariff was intense, and continuing all the time, and the building of the Adirondack Northway, Interstate 87 in the long run did not help the D&H, or any railroad for that matter. I do not know the present situation as to motor carrier capabilities and service insofar as newsprint is involved.

"And, while I'm talking about competition, rail mergers take their toll on other rail carriers, especially ones similar to the D&H. We suffered when Penn Central finally got rolling, and Conrail was an even worse development for the D&H. And then came rail deregulation. Some would declare that, while it had a good side, the other side of that coin was that it put a

bigger gun in the hands of the larger consolidated properties.

Frontier passengers

"Back to international traffic for a moment – a tidbit of trivia that may be of interest. Remember that when we rode the *Laurentian* or the *Montreal Limited* and crossed the border, Customs and Immigration people would come through the train, check each passenger out and permit them to enter the new country, while riding the train. Having those government inspectors come through the cars was at railroad expense: the extra time the inspectors were away from the 'home' border crossing posts was a cost factor the railroad company had to absorb. We may have agreed to do it earlier – years ago, that is.

"When Amtrak came along, it decided not to accept such costs. That is the reason Amtrak allows so much time at border crossings, so that inspection personnel can come, do their job, and get off the train before it proceeds."

Many thanks to **Dick George** for this great information. I certainly agree with his comment that "rail traffic is a fascinating subject".

Freight train names

Here is some more evidence of the competitive nature of carrying newsprint south from Canada. As of 1950, a train running from Montreal to New London, CT over the Canadian National and its Central Vermont subsidiary was officially named "The Paper Train". I learned this from a pamphlet on "Names and Nicknames of Freight Trains Operated on Railroads in the United States" published by the Association of American Railroads and reproduced on rr-fallenflags.org, George Elwood's great website.

I don't know whether the two Paper Trains served newspapers in the same cities, let alone the same newspapers.

The AAR pamphlet doesn't have any entries for the Delaware & Hudson. However, one of several freights called "The New Englander" was a Pennsylvania Railroad train from Altoona to "Hudson, PA". I strongly suspect that it connected with the D&H at its Hudson Yard via the Wilkes-Barre Connecting Railroad.

D&H books on the Web

The BLHS website, bridge-line.org, has a considerably expanded section on books about the Delaware & Hudson. Notable are listings of the fine books published in limited quantities by the railroad itself in the 1920's and 1930's. The site has color photos of the covers of many of them. Thanks to webmasters **John A. Shaw** and **Neil C. Hunter**.

Commuter Rail limbo

The new Massachusetts Bay Commuter Railroad took over from Amtrak as operator of the Massachusetts Bay Transportation Authority's Commuter Rail lines on July 1. Little things were reminding us regular riders of the impending change even before the changeover. The latest public timetables state that "a contractor" operates the service for the MBTA. Electronic signs at the stations have been proclaiming that, "All MBTA trains are running on or near schedule." (The "MBTA" designation is new.) On July 1 conductors and assistant conductors were wearing new cap badges and nametags, and a full-color card introducing the new operator was on every seat.

The new contractor had succeeded by mid-June in reaching agreements with the unions representing the workers, but some employees as well as riders are rather apprehensive about what may be coming.

Meanwhile, the MBTA's general manager told the press that if the 25% fare increase scheduled for early next year isn't put into effect, planned improvements on the Fitchburg Route – restoring the second track, perhaps? – won't happen.

The Commonwealth's Governor, Mitt Romney, supposedly was going to wait until September to say whether work will resume on the restoration of railroad commuter service on the Greenbush line. He'd halted it in February for fiscal reasons. But in mid-July he announced that there wouldn't be enough money available for that line or for restoring Commuter Rail to Fall River and New Bedford in the next several years.

A few days later former Governor (and presidential candidate, and Amtrak board member) Mike Dukakis spoke out in favor of the long-sought "Rail Link" between Boston's North and South Station. I'm quite sure that icebergs will be towed from Antarctica to Saudi Arabia before that utopian and quixotic project is built. More sensibly, a Boston Globe column called for building a regular trolley line to link the two stations running on the surface above the newly buried Central Artery.

Ayer again

I finally got to drive out to Ayer, MA early on the morning of Saturday, June 21.

Arriving at the T Commuter Rail stop about 6:35, I discovered that the raw gray steelwork of the new passenger shelter had been painted a dark green – and that ten men and two large machines on big rubber tires were working on the westbound track. The white Kawasaki machines were wide enough that their wheels straddled the rails, which they could climb over easily. Their front ends could manipulate at least two kinds of tools. One was a boom that allowed the machines to lift a section of track

(with the rails still attached to the ties) and set it on a side track. The other was a bucket that enabled them to remove the ballast on which the track had rested. I didn't stick around long enough to see what was done after that.

The 7:09 inbound commuter train was on time and, naturally enough, ran on the eastbound track, which is unusual.

About 7:21 Springfield Terminal 681, with six-wheel trucks and a high short hood, led MEC 501, a wide-nose unit in Guilford Rail System livery, from the east into the Hill Yard via the east leg of the wye. I wondered whether Guilford had been using the two of them to switch the Ford unloading facility, which seemed like a waste of power.

Transformers

When I drove over the rail crossing near the McDonald's (and the stone B35 milepost) I spotted a very large transformer and the heavy-duty flatcar that had carried it on the spur that normally holds only covered hopper cars carrying plastic pellets. The flat was KRL 300304, a Kasgro Red 'n Ready depressed center car with six four wheel trucks with "National Swing Motion" cast onto their side frames. It was marked as being 69 ft. 6 in. long, built in January 2001. The loading deck was indicated as 30 ft. long; it had a pronounced camber.

The transformer had a Pauwels logo on its side; gas cylinders attached to it were stenciled "property of Pauwels Canada". I couldn't find a waybill. The transformer had already been loaded onto a bright red low bed trailer that, like a hefty Autocar truck tractor, two other trailers, two dozers and a forklift, evidently belonged to Marino Crane of Middletown, Connecticut. I was amused to see that in this high tech age wooden planks and manila rope had been used to secure the top of the transformer.

I saw a similar use of boards and ropes on another transformer, perhaps not quite as huge, on the west side of the Hill Yard. Unfortunately, the railroad car that had brought – or, conceivably, was to carry away – this piece of heavy electric equipment wasn't there. The transformer rested on the deck of a trailer that was resting solidly on the ground. Presumably some sort of hydraulic system would be used to raise it for over-the-road transport. The trailer and truck wore the familiar orange livery of Hallamore Heavy Haulers.

Interchange

Before my visit to the Hill Yard, I'd noticed a long string of freight cars on the siding next to the Stony Brook Branch at The Willows. I'd often seen auto rack cars there, but these were freight cars of several

continued on page 15

Lake George's Railroad Past

by Doug Barron

The photo on page 11 in the July 2003 issue of the *Bulletin* that was taken at the Lake George station in 1914 identifies the boat at the dock as the *Horicon*. It is actually *Horicon II*, as the first one was retired from service and scrapped in 1911.

An article in the Schenectady *Gazette* said the following: "Steamboats had been on Lake George since 1817, when the *James Caldwell* was launched. The *Minne-Ha-Ha*, more of a modern steamboat, first cut through the waves in 1857. William Dow, current owner of the Lake George Steamboat Co., said the *Horicon II* was 232 feet long, and was the largest ship ever to cruise Lake George. It could carry 1,500 passengers and manage 21 mph.

"Lake George steamboats were owned by the Delaware & Hudson railroad from 1871 until 1939. Back then, they were used to transport people to and from their summer hotels. Folks could also voyage to Lake George's northern end, and then catch a train for Montreal.

"They finally scrapped her in 1939", Dow said of the *Horicon II*. The depression took away business and then World War II started up and took the rest of the business away. Metal became somewhat valuable, and they took the metal in her hull and scrapped her.

One of the popular hotels to stay at Lake George was the Fort William Henry Hotel, which was near the Lake George railroad station and owned by the D&H. The first Fort William Henry Hotel opened in 1855. In *Jim Shaughnessy's* book "Delaware & Hudson", he wrote, "The hotel overlooked the south end of Lake George at the village of Caldwell, later renamed Lake George Village in 1903. The D&H could provide the traveler with the best and most splendid accommodations, whether it was in one of these fine hotels, abroad its fleet of Lake Steamer or on the high iron."

The Fort William Henry Hotel burned in June 1909, and the D&H had it rebuilt. The new Fort William Henry Hotel opened in the summer of 1911. *Jim Shaughnessy* also wrote, "The Lake George Steamboat Co., the Fort William Henry Hotel, and the Bluff Point Land Improvement Co., owner of the Hotel Champlain, were sold to outside interests in 1939. The steamboats hadn't been operated in the company's service since the depression year of 1932, although one of the vessels had been on lease as a floating dance hall called 'A Showboat'. The hotel patronage was likewise sparse during the lean years, and with

war clouds gathering over Europe future prospects for the resort business looked poor."

Mr. Shaughnessy continued, "The Lake George branch was cut back as far as Glens Falls in 1958 as a result of a drastic decline in passenger fares and practically no freight movement to the end of the line on the shores of the lake."

Today the former rail line has become a bike trail. The station, which was built in 1912, still stands; it has become a bar, but the long columned platforms are gone, replaced by a parking lot. The steamboats still run on the lake, and in the summer of 2003 a new Fort William Henry Hotel was opened. It is built on the site of the second hotel, which the D&H had opened in 1911 and torn down in 1969.

The *Gazette* reported, "Like the hotel it replaces, this hotel is outfitted with furniture reminiscent of the old Fort William Henry Hotel."

Open Platform from page 14

types. And the first one was a center beam flat loaded with Irving lumber, meaning that it almost surely came from New Brunswick and was destined somewhere to the southwest of us. I wondered whether the two charcoal gray and orange diesels I'd seen running light earlier had left these cars for CSX power to pick up and forward to Worcester and points beyond.

At the Hill Yard I saw a three-unit lashup in GRS lettering: MEC 504, B&M 330 and MEC 500. They were coupled to only half a dozen or so cars, but there were plenty of others they might well have added to their train before proceeding east and north. One of those was the first ADM tank car I've seen with the firm's new leaf logo; it was ADMX 15553, probably a UTLX-built Funnel Flow like the Walthers HO model of a 16,000-gallon car. I also saw MEC 316, which very likely was ready to work as the Ayer switcher.

Returning to The Willows about 8:49, I found CSX CW44AC's 5120 and 5105 coupled to the freight cars I'd seen earlier. They wore the "dark future" livery and a great deal of medium brown dirt on their lower parts. (I couldn't tell the original color of their trucks.) Very shortly they hauled the train away. It turned out to have about 76 cars, making it the longest train I've seen in quite a while.

It comprised three center beam flats (all carrying Irving lumber), five assorted

covered hoppers, two CSX gondolas, one triple hopper still bearing BM reporting marks, four tank cars without conspicuous notice of their contents, one UP reefer, and about 60 boxcars. The boxcars included numerous blue high-cubes marked LW (Louisville & Wadleigh), five or so blue CRLE's, two pale blue ex-Rock's, a couple of Railbox cars, two waffle-side MEC's in Guilford's white, black and orange, several dark blue CSX cars, a couple of Norfolk Southern's, and numerous cars minimally repainted and marked for GMRC and SLR.

I would have to guess that most of the boxcars were carrying newsprint and/or other paper from mills in Maine. The absence of any tank cars marked for kaolin service suggests that much of that traffic may still be routed through the Hoosac Tunnel to our favorite railroad en route to the Norfolk Southern in Pennsylvania.

Confirmation

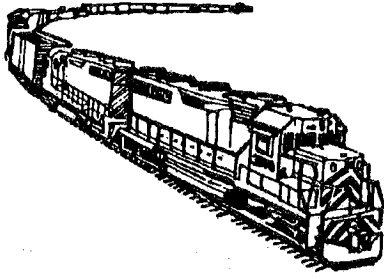
My next brief expedition to Ayer wasn't until Saturday, July 19. I arrived at the station about 6:27 a.m. as MEC 318 and 351 were backing an intermodal train through the east leg of the wye and into the Hill Yard.

Twenty minutes later a GP I hadn't seen before, LLPX 2037, all blue with white Operation Lifesaver lettering, hustled five flatcars loaded with new ties and trailed by the MBTA's caboose C-1 westward. The flats were a mixed batch, including an olive ex-Army flatcar with 6-wheel trucks with graffiti-like AMTK reporting marks, at least one flat like it but painted yellow and neatly lettered for the T, and the T's yellow ex-piggyback flat.

About 7:09 CSX CW44 5005 and SD70AC 711 pulled onto the west leg of the wye from the yard. The inbound commuter train arrived at 7:16, about seven minutes late. Even before it departed, the CSX units were heading west onto the eastbound main; they headed east at 7:20.

Thus, four trains in less than an hour.

After quickly investigating the Hill Yard, I drove to The Willows and found the two CSX locos parked just east of the crossing next to the Stony Brook branch (Guilford's Freight Main Line to Maine). At 8:18 B&M 690, MEC 509 and Springfield Terminal 209 (with a high short hood) came south on the branch and stopped near the CSX units, which almost surely were going to take the train on to Worcester and probably points west. Unfortunately, I had to head off for work at the train store and couldn't stay to watch the loco swapping. But it certainly is an interesting, accessible and reasonably photogenic locale for the interchange.



Local Wayfreight

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

Froggy the gremlin

Gremlins have attacked my BLHS computer! I've had the feeling that J.B. launched a remote control device inside the bowels of my computer. The problem began right after our publisher asked me to bring the old and weary computer to the Bat Cave in exchange for an updated unit unhindered by numerous virus assaults of the recent past. I've been exceptionally hesitant to inflict the learning curve torment upon myself, and the plate before me is overflowing now. I'm afraid of the unknown; what will happen when my present computer contents are transferred? What absurd problems will spring up to confuse and baffle what's left of my computer challenged brain? The possibilities are endless.

My most recent gremlin has begun to screw up the saving feature of my word processing program. With nearly everything I do, the computer goes through a lengthy process that seems like it is saving an entire document from the very first word. I've been through everything in the settings, and nothing has been changed. I've been through problems in the past, so I have a written record of all settings to use as a starting point when something gets out of whack. I'm blaming J.B. because it's fun to blame him; after all, he has a target painted on him!

I believe the real gremlin is something sent to me in an e-mail that did not need to be opened to be turned loose, and my protection did not stop the virus before it began worming. I had gotten the "system memory" Blue Screen Of Death (BSOD), yet I have more than 50% free in every area and my hard drive is 80% free.

At apparently random intervals, the little red light on the drive starts flashing and clicking like a dolphin that had just spotted a handful of sardines coming his way. The handy troubleshooting guide says I have a faulty memory chip, and I agree with that diagnosis. The problem is that the sand is running out for writing the next column. The computer is dragging its feet and I can't afford the time to run over to the Bat Cave and make the computer

change-out with its associated learning curve that J.B. scoffs at. I have wasted an entire 12-hour day going over every setting in this computer to no avail. I dumped about 120 files onto floppy disks and trashed another 90 in addition to all the add-ons that I don't really use regularly, all to no avail; can you hear me growling at this thing? Just kidding, actually, thanks to pharmaceuticals, I'm handling this problem in a saintly manner, at least while my wife is in the house. Send help! I'm being held prisoner inside this computer!

Voodoo pincushion

How about a status report on the new computerized, digital video editing system? I won't use any of the terminology that would only confuse everyone, myself included. "It's a laugh a minute" seems to sum up the progress pretty accurately. An example: it took me almost two hours to download one hour's worth of video, which I did after thinking I had this aspect figured out. Oh yeah! Somehow I had only saved the very first frame of the hour's worth of video. OK, valuable lesson, commit that to memory. Oh wait, I forgot, I don't have one of those. Darned if I didn't do the same thing the very next day. I have so many Post-it type notes tagged onto every possible surface that could hold a note that I can barely see the four computer and television screens. I did finally manage to actually make a file of a segment of video, but did not name the file, so it disappeared into the bowels of the hard drive; gone forever. I did learn a few things; if I practice with smaller files I simply don't lose as much time when I screw up.

There actually has been some progress, I did manage to save several short clips and to even add some transitional effects; pretty neat. Somehow I can't seem to get the sound on the video to make itself heard. I can see it on the screen believe it or not, but I can't get it into the speakers. After three days of study and play, I was able to get one word to impose itself onto one frame of video. You might be wondering what word I chose to play with? You would never guess "Arf!", would you? But what would you expect from a mad dog?

Fun, fun, fun

I'm beginning to think someone down in Haiti is sticking pins in a dog doll. The clothes washer developed a leak that flushed water all over the basement twice. One benefit is that I now have an exceptionally clean basement floor. Right after that, the 3-year-old hot water heater blew the relief valve after the gasket disintegrated. This was a valuable experience, as it graphically shows me the measures I must incorporate into the planned model railroad

that will be constructed right in line with that very same relief valve. I've got that problem covered...literally.

A sour note

Please note that some of this information, by the time you read it, will be about two months old due to the publication of the special August issue.

I hate to strike a sour note, but the truth is out there and it always seems to sting. Before I dump this whopper in your lap, please bear in mind that we no longer kill the bearer of bad tidings. Right?

On June 18, an official memorandum was sent out to all CPR employees. It stated quite simply that, "CPR is taking a special charge to cover costs associated with employee downsizing and restructuring of some of our assets, including the D&H railroad."

CP Rail officials have already previously stated that they intended to reduce the company-wide work force by 300 positions, but the number has been increased to 370 people for 2003. An additional number will be spread out over the course of two years (2004 and 2005).

According to a telephone conference message, Mr. Ritchie does not expect to see significant changes to overall employees on the D&H. The D&H is already at a bare-bones minimum for operations. Any cut at all, even through attrition/retirement will put the D&H at reduced ability. I have seen, in the past 10 years, a doubling of traffic and train size, judging from my personal records that I began keeping 11 years ago.

The DRC (Downsizing Review Committee) will review each proposed "termination" (in English, that means not through attrition or retirement of any sort) of non-union positions.

The railroad cites too many employees per mile of operation, comparing the D&H with the vast open mileage of the southern Canadian frontier, which, as most of us know, is vastly different in structure. Apparently a CPR number cruncher cannot or will not consider such factual differences. They also cite fuel prices, but our fuel is considerably less expensive even at these times. Canadian gasoline is one full U.S. dollar higher per U.S. gallon than the Canadian counterpart. Canadian diesel fuel is priced comparatively higher as well. The unexpected and sustained increase in the value of the Canadian dollar is claimed to be factored into the reasoning. The wheels are in motion, and it's too late to throw the D&H a life preserver. The situation reminds me of dogs fighting over a rawhide bone, the D&H being the tough rawhide bone that just will not die.

The railroad operated a separate supply chain operation, but they will now absorb

that business, ending its industry-wide procurement entity. The changes must be made to insure long-term financial objectives and hold stock value. While a restructuring is feasible, they apparently do not consider the D&H worthwhile in that area, so may be looking for a lease to a "non-Class 1 railway".

CPR will honor existing collective bargaining agreements during the restructuring or leasing. They are expecting these moves to generate more D&H traffic and to become a successful business. None of the D&H employees I have spoken with can imagine how they could not make a profit in light of the operations they see.

The man on the ground, up here in the Clifton Park area, appears to have been given somewhat different details than those workers down in Binghamton. The guys up on this end are extremely unsettled and downright depressed. The workmen asked specifically what their future would be, and the answer was most distressing. One fellow I know quite well has already filled out an application for other employment; he is an extremely gifted man, so he should have no difficulty being absorbed by another company, but travel will cause problems. Other men that have no other skills are going to be in tough shape finding equal-paying employment in this area.

The rumor mill has it that GTI had bid \$170 million for the D&H. Another rumor is that NS made an offer of \$220 million. On June 19, Mr. Ritchie indicated that he wanted to reevaluate CPR's strategic partnerships in the Northeast. A quote from a friend: "Several times they have had a golden goose in their hands, only to drop it. They have no inkling of what they are doing down here."

As of late July, the scuttlebutt seems to point to RailAmerica or Guilford, with NS retaining first refusal rights. Most union employees I have spoken with feel that it is better to work for an undesirable union railroad than to work for a non-union company. Being a unionist, I tend to agree with that statement, but would consider the "track record" of a non-union operation concerning the work conditions and employee treatment.

Apparently, from my warped perspective, CPR wants to move all local delivery service aspects off its rail system by leasing those operations to non-class 1 railroads, like the Huron Central in Ontario. As a side note, I ran my track car over that system a couple of years ago; I toured the engine facilities, and they seemed to be a well-run, colorful operation. CPR seems to be aimed at running only its main line, while spinning off the branch lines.

CP Rail claims that its D&H operation has an operating ratio of 110%, so it is a vacuum cleaner sucking the life out of its

profit margin. When CPR tested the waters with the St. Lawrence and Hudson identity change, it may have noted it was clearing a profit, so it quietly rolled the operation back into the "lease everything" arrangement in order that they would thereby show a loss. This would be a rotten way to gain a tax advantage while stepping on the back of the D&H.

Meanwhile, Canadian National is making inroads in the Buffalo area, and would also love to get its hands on the Montreal to Albany route; but would CPR consider that possibility?

Buffalo chips

For several months, CP Rail has had 400 carloads of New York City garbage standing in the sun in the Clinton/Bailey Yard in Buffalo, much to the distress of the local citizens whose olfactory senses are offended by the most unpleasant odor emanating from the stewing mass of waste in the heat of summer. One might consider the 400 carloads as a landfill on wheels.

The first move out was a 120-car train that had its brake test on July 25, ending the stalemate that began in February when problems arose with the destination site in Lewiston, NY. It seems that Chem-Rail Logistics was responsible for the waste delivery, but ran into financial trouble. Annexus Storage and Cartage Company owns the containers themselves; CP Rail is transporting the cars, and CSX owns the rails. Annexus actually agreed to pay \$300,000 in landfill costs just so it could get its containers back into service. Can you imagine what the container cleanup will be like?

Buffalo-based Express Intermodal Service had been responsible for transferring the containers from rail to truck, but Chem-Rail was reportedly in arrears \$250,000, so Express Intermodal refused to step into the bucket of waste with the other foot, having one foot already mushed in. The desperate City of Buffalo took responsibility and contracted a national disposal company to secure removal. The involved parties agreed to cough up the necessary funds to cover the expense. Hopefully, the city government will not be caught with the other foot stuck in the payment bucket.

Laying down on your job

I was told of a couple of incidents involving men laying down on railroad tracks with the usual anticipated results. It is truly an ill wind that brings these hapless souls to the railroad, and their deaths haunt the train crews. I was a steel design fabricator for 33 years at General Electric; no one ever willingly sacrificed himself or herself while I was employed there. I'll never understand the thinking, or lack thereof, of an individual who decides to

end it all and cause grief to men who are totally uninvolved in that person's life. Yet their useless renouncements of life will haunt the crew forever.

On July 6, a 36-year-old Plattsburgh man was killed when he chose to lie down on the tracks. A southbound CP Rail freight ran over the man, directly behind the Post Office, at 0430 hrs. The coroner gathered up the pieces for autopsy and pronounced what was left of the man dead at 0530.

An incident on July 14 ended on a somewhat happier note, when a Schenectady man apparently decided that life in a bottle (or on pharmaceuticals) was just not worth living, and laid down on the tracks just north of the Amtrak station at 2015 hrs. Fortunately, the Amtrak northbound had just pulled out of the station and was able to make an emergency stop just eight feet short of oblivion for the incoherent man, who was promptly whisked away to a free 10-day sojourn at the Ellis Hospital mental ward, where he would be given free drugs, evaluated, then given the "bum's rush" to reconsider his plight at his leisure.

Obscure CP coal drags

We're all familiar with 8858's and 8859's, Mount Toms and Bow coal trains, but have you heard of the 8869 Glens Falls coal train? Oh yes, Virginia, there really is a Glens Falls coal train, symbol 8869. I recall the first time I heard it, and assumed I had misunderstood the symbol. The Glens Falls Portland Cement facility has been a regular coal customer, usually ordering a small cut of something like seven cars at a time. About a year ago, it began ordering trainload service of 70 cars; they were delivered by the weekday Fort Edward local job in 7-car cuts. The plant is located between the Hudson River and Warren Street on the east side of Glens Falls. On July 31, train 8869 was ordered at Harrisburg for 0600 hrs, 1830 hrs at Binghamton, with NS 8716-8853-6740-9291 for power. 35 cars would be set off at Fort Edward, with the balance to be delivered to Whitehall and the power returning to Saratoga.

Detecting the undetectable

BLHS member **Gardiner Cross** has a direct line of sight with the CPF503.3 detector, and has always been able to hear the detector through his scanner, until May. The detector antenna apparently met with an untimely end and was replaced with a smaller unit which will not send the signal even a short three miles, but does talk to the train crews adequately.

Churchill or bust

I have been totally out of touch with recent events in my area. I took an ex-

tended 5-week vacation to the Polar Bear capital of the world, Churchill, Manitoba, on Hudson's Bay. My track car was back on home rails again, as Manitoba was where the CN had used it from 1976 to 1996, when I bought it at the Transcona Shops in Winnipeg.

Unfortunately, my track car required a lot of work to bring a new wheelset into gauge and correct an alignment problem, along with a great deal of other deferred work. The main problem had been the unrelenting rain and my reluctance to work outside in the incessant storms. Another problem was my wife, who complained that every time she got near the track car, she came away with gobs of grease and railroad grunge. She just doesn't appreciate where all that grunge came from; she's not sentimental like I am, I guess.

There are a lot of miles involved in picking up all that grunge, and it cleans up hard, but I did reluctantly clean up my act for the Mrs. before departing for frozen tundra land. I used my sandblaster to surface prep the rusty used wheels and some rusted door hinges. A side benefit was that the interior of the track car was filled with a cloud of sandblasted fine dust, which helped absorb some of the grease and grunge. I did spend a couple of hours cleaning out a load of sunflower seeds that a mouse had stored in the sandblaster sand hopper. This made me wonder; if I scream bloody murder outside of my house and no one is around to hear, does it make any sound? I can't tell for sure, as my digital hearing aids go into overload mode and automatically protect my eardrums after the sound level reaches 110 decibels.

Our rail adventure consisted of trips to Lynn Lake, Flin Flon and Churchill, all starting out from The Pas, Manitoba, which was an important fur-trading post right up to recent times, when the bottom fell out of the fur market, thanks to those with an anti-fur mindset. (I'll be writing details of these trips as I had with the Labrador trip in recent past.)

The railroad began life as the Hudson Bay Railroad, and was later assumed by the Canadian National. The line reverted back to the Hudson Bay Railroad, and was operated by U.S.-based Omni-Trak by the time that CN was finally allowed to dump the wholly unprofitable but entirely necessary line. My total mileage for the trip was 1653 miles, but I had some grand opportunities to ride the rails after the track car trip was finished. Hopefully this will lend itself to some interesting commentary about this obscure Alco railroad, its environment, and the people that make it work.

South of the border

As I am wrapping this up, the media news is reporting yet another group of

illegal aliens has perished in the confines of a grain hopper making the fateful Mexican border crossing. These poor souls have no hint of warning that such a death awaits them. They have no television or radio reports of these absurd frauds that end in death. Surely they must suspect problems, but no doubt deem the risk worth the chance.

On a side note, the HBR (Hudson Bay Railroad) employees tell me that they will no longer send goods into Mexico unless the receiver of the goods will guarantee reimbursement for freight car repairs. Apparently it has become common practice to totally strip any boxcar of its wood interior; any metal parts are cut off for their scrap value. Aluminum cars are never seen again. Needless to say, this makes the price of goods delivered incredibly high. Since the business people that order the goods cannot afford to rebuild the cars, the loads will not be shipped by rail, and the Mexicans will come out even shorter on the end of the stick. I expect that products will be shipped by Mexican trucking companies that will ferry the goods over the border from the U.S.

My track car club is running another trip through the Copper Canyon, and was going to begin this trip at Presidio, on the Texas-Mexico border. In the past, trips had begun in Chihuahua (in Mexico) but it was thought to be easier and more interesting to cross the border by rail. The Mexican railroad officials would not allow us to run this section because of the banditos being especially active and violent around the border. This is the fourth trip through the canyon for our club, and this time the traveling group will have armed railroad security police every inch of the way to guarantee safety ("sort of" guarantee, that is).

The original trip cost was \$1200 U.S.; this fourth adventure will cost an estimated \$6,000 per car (two people per car)! I say estimated because a common practice has been for the railroad to raise the trip cost just after you arrive at the set-on. The railroad banditos figure that we will pay up rather than turn around and go back home, and my guess is that armed bandits would intercept the group before they left Mexico. A lot can happen between Chihuahua and El Paso.

On the trip I made down there in 1996, the group stayed in El Paso, which is on the border. It turned out to be a huge mistake, despite the use of a good quality motel with assured security. One track car was damaged in the parking lot in full view of the security camera. A new Dodge truck, belonging to a friend from Bearsville, NY, was stolen and run over the border before anyone could even get the El Paso police into action by phone; it hap-

pens that quickly. Fortunately, his track car and trailer were not connected to the truck hitch, or that would have gone over the border as well. This, we were told, was a common problem in the border section of El Paso, and I'm certain it is such at any crossing point. The Mexican border guards will not stop a Mexican from crossing the border with a stolen truck. It is a common sight down there to see a vagrant peso-less bum driving a brand new truck without plates or insurance. Of course this is totally against Mexican law, but the law enforcement can be as corrupt as the thieves, and they can look the other way.

Mexico is an exotic and wonderful place to visit. The food is incredibly good and 999 out of 1000 people are exceptionally friendly; they make you feel most welcome, but that criminal element is out there, and it's like playing roulette. On my trip, I set myself up with a fake wallet complete with some cash, pictures and credit cards that were out of date. The real money I kept in my socks in a baggie, as I expected they would also steal my shoes. This is a really poor country. If only their standard of living could be raised, surely that would ease this constant threat of theft or worse.

A Tarahumara Indian, who was welding on a bridge, asked me, in his language, what time it was. Later, I asked his foreman why he couldn't afford a \$2 Timex, and was told that the bandits will steal everything you have, regardless of its value, even your shoes if they think they might fit. The railroad brings the workers their lunch by track car, as even that would be stolen if available.

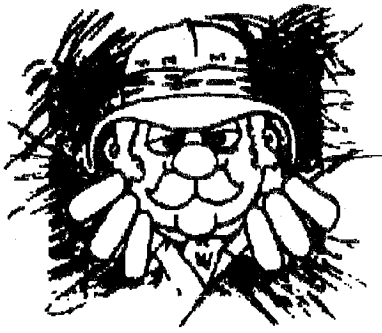
A curious note: the general Mexican population scorns the native Tarahumara Indians with great disgust, and I found great irony in that fact. Drug dealers have forced many Indians to raise coca leaves and marijuana, despite their protests. The alternative is death for the entire family if they don't cooperate. Ahhh!, exotic Mexico, land of enchantment, poverty, cruelty and terror.

Similarly, I have always felt that the mooring lines to Manhattan should be cut and the island set adrift in the Atlantic, but New York City is a stroll in the park on a summer day compared to tropical Mexico. Besides, Mexico has very few fireplugs to satisfy the maddest of all dogs.

Thanks

A special debt of thanks goes out to the real railroad guys that provide me with information, whose names I dare not divulge since CP seems intent on firing employees at the smallest provocation. And remember Mad Dog's Milk-Bone wisdom:

continued on page 19



The Railroad Archaeologist by Scott J. Whitney

Summer...

...Finally arrived here in the Northeast, almost exactly when summer began on the calendar. How do they do that??

Up until that time, it had been a pretty miserable spring, with cloudy and humid weather. There was one particularly bright spot in that whole time, and that was when I met two of my friends at Amsterdam, N.Y., for three days of railfanning the Water Level Route in that area.

We met up on Sunday, June 15, and did get to watch the evening parade of trains. However, Monday was a bit quiet, as that particular day is one where the CSX schedules have several intermodal trains neither arriving nor departing because of it being so close to the weekend.

All that changed at about 3 a.m. Tuesday morning, when sleep in the top floor of Amsterdam's Best Western became a fond memory when trains began flowing like water. They seemed to be passing by at a rate of about one every 15 minutes or less. At about 8 a.m., the predominantly west-bound flow slowed to a trickle and stayed that way the rest of the day until evening, when it reversed itself. This allowed plenty of time to scope out other action on GRS and D&H, which was pretty handy, as well as Amtrak action on both the Chicago line and D&H.

Oh yes; Mother Nature *did* cooperate and bless us with the best four days of railfan weather you can imagine!! The air was relatively cool and very dry, which did lull us into a false sense of security. Everyone wound up medium-rare as the sun's rays proceeded to cook us like so much beef.

A silk purse from a sow's ear

On my way out to the promised land of main line trains (as compared to the paltry few trains that run up the Connecticut River valley here in NH), I did have a stopover at the residence of our favorite **Bulletin** publisher. During my visit, he managed to bestow upon me a rather impressive pile of computer hardware with which I could toy.

I believe I have finally figured out what it is about constructing PC's that I enjoy so much. I don't think I ever got over the good times I had playing with my Erector set when I was a kid. In keeping with that, I took several junk PC's I had literally rescued from dumpsters, combined them with parts from the Pub, and wound up with an impressive array of working units! I think I'm actually getting good at this stuff, and that may be just a bit scary! There's just one thing, Jim; believe it or not, *none* of those drive slot blanking covers fit!! I know; you are not surprised in the least! Still, I thank you very much for the materials. What's that I hear you saying? Come and get another load and bring something bigger to carry it all in?

Meanwhile, back in Vermont

Life goes on, with Vermont Rail System now in charge of running the White River to Newport line on a permanent basis. It will take a while to get everything back into shape, but I believe that in the long run it will be worth it. Sadly, passenger service out of White River will have to wait at least another year, as the late take-over didn't allow for a proper start-up. Also a problem is that, unlike other tourist railroads that have dried up, VRS's expanding passenger service has left us woefully short of equipment to cover all areas.

Fate did smile upon us just recently, when one of these lines that is cutting back offered us seven of their surplus coaches just for taking them off their hands. I couldn't have been more pleased than the day that call arrived. Aside from needing the regular restoration work we have come to know and love, they are in relatively decent condition (better than any of the former CNJ cars we bought in the past), and should afford us just what we need for expanded service. Keep an eye on this one.

Green Lady down

Green Mountain GP9R (one of my favorites) suffered a main bearing failure in her prime mover while up on the Connecticut River Division. The unit will be down for quite a while until it is repaired. Initial reports say that the crank was overheated enough to warrant replacing the 645E engine entirely with a running used one. (Scott, I thought GP9's used a 567 prime mover? Does that have something to do with the "R" designation? Do you really have a GP38 in disguise?...JB)

The rumor mill...

...Keeps churning out the same old "Guilford to be sold to Norfolk Southern" hype that has gone around for what seems like forever. A word to the wise: don't believe it until you see it!

At the same time, word is circulating that CP may spin off the D&H. Hopes keep running high that the D&H could become independent again. While such rumors are indeed fun to listen too, they need to be treated as though they mean nothing, at least until you see it in an official press release.

Many do not believe that the D&H could never be an independent railroad again, and for this I can only make one comparison. Nobody ever would have believed that the Providence and Worcester could have broken free of the grip of railroads like the New Haven, Penn Central and Conrail, but indeed that did happen. Given that, I believe anything is possible.

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS

Local Wayfreight from page 18

You'll never walk on water if you don't get out of the boat.

Dreaded J.B. retort: *Let's see, Bill; what did you miss? Corporate "conspiracy"? Blind faith in what any worker with a grudge or gripe tells you? (Admittedly, the great percentage will tell you the truth, but a few may play the hate-a-railfan card and deliberately feed you bad Puppy Chow.) Slamming of ethnic groups? Paranoia? Blind faith union allegiance in that a job should never be modernized? Computer phobia? You certainly have all those covered this month.*

Speaking of computers, you know I've been patiently waiting with your new computer for over five months now; you still haven't taken the insignificant time needed to bring your old computer for a swap-out. I thought that surely, somewhere in that time you could have found a few minutes; so, take a break from staring at trains with that deer-in-the-headlight look and mush on over here. The only learning curve is the one you encounter as you foul up all the settings when you attempt to disable the anti-virus shield and firewall....JB

D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS-D&H-BLIS



Scratchbuilding XO Tower

by George Stubbs

Note: see photos of the finished project on page 21

XO tower at Mechanicville, N.Y., has always fascinated me even though I have never actually seen it in person. My first sighting was on the cover of the April 1991 BLHS *Bulletin*, and I have since considered it to be the "Mother of all Interlocking Towers" and very worthy of being modeled.

During construction of my D&H model railroad, western division, I contacted Doug Barron through the BLHS, asking if he could possibly obtain some basic dimensions of XO for me. He did this and much more, sending me a set of color photos of the tower, which have become invaluable. Then in 2002, a Steve Wagner "Modeling Matters" column noted that the **Mainline Modeler** July 2002 issue had an article plus scale drawings of XO, which is now being renovated. This completed my research into all the necessary design data.

This is not a "how to" article on building XO, since I believe that most modelers are quite capable of fabricating this structure by applying some thought to the process. My intent here is to describe the materials and products that I used, and any special ways in which I overcame some of this design's peculiarities.

The following is a list of the materials and products that I used (HO scale):

- Basic shell: basswood sheeting, 2 mm.
- Skeletal structure: 3.5 mm square basswood lengths.
- Brick siding: Plastruct #91611 Red Brick sheeting (*).
- External base course: Styrene 2 mm.
- Stairway: Central Valley "Steps & Ladders" #1602 set, type B closed riser stairway.
- Rear wall, upper story: Evergreen Scale Models #4081 clapboard, .080 spacing.
- Windows, upper story (22 required): Campbell Scale Models #905 (4 per package)(*)
- Windows, lower story (11 required): Grandt Line #5193 (8 per package)(*)
- Doors, lower story, side doors (6): Sequoia #1020
- Doors, lower story, rear and second story: Grandt Line #5072
- Chimney: Scale Structures Ltd. #2178
- Roof shingles: Grandt Line #5216 (octagonal)
- Order Board Signal - Targets (2): N.J. International #525-4122
- Order Board Signal Stem (1): N.J. International #525-4410

(*). Indicates modification required

Parts modifications

Brick siding: Although the Plastruct #91611 brick siding has the prototype's brick pattern density, the red color is too pale. Doug Barron's color photos show that the color is a darkish red in average daylight. I painted this brick sheeting with a 50-50 mix of Polyscale D&H Avon blue and Soo Line red. None of the **Mainline Modeler** photos are close enough to show this shade of red.

Windows: The Campbell scale models #905 (2nd story) is a 3-pane style with a vertical muntin/glazing bar dividing the upper half. This must be removed to fit the 2-pane design style. Additionally, each corner of the window frame has a decorative trim projection, which requires removal also. The scale window dimensions compare very favorably to the prototype's 36 in. x 66 in. dimensions.

The Grandt Line window #5193 is an 11-pane type, so the lower half window vertical muntin is removed to fit the 10-pane design. The prototype design for the lower floor window sets is a 10-pane window with a 3-pane "transom" window set above. Scaled down to HO scale, this entire set has a height of about 25 mm. The only similar model window that I could locate for this design, the #5193, is in itself 25 mm in height. Therefore, I simulated the transom effect by adding a horizontal molding strip in the upper 9-pane complex of the #5193.

Construction suggestions

The eleven second-floor windows on the front side were mounted as follows.

I added 3.5 mm square vertical posts to the back side edges of the first floor front (with an inset from the edges to allow for sidewall corner match-up). These corner posts were cut to the total height of the tower. A square post was mounted horizontally between the two vertical posts, along the top edge of the first floor front, and a second horizontal post was installed at a height on the extended vertical posts. This allows the Campbell #905 windows to be inserted and secured between these horizontal posts. The side windows were mounted in the same way after all four walls were fastened together.

The other construction point worth discussion is the roof overhang. The underside of this overhang is enclosed and is called a "soffit" in architectural terms.

The Walthers Cornerstone Series Interlocking Tower Kit #933-3071 depicts this soffit shape in the instruction sheet, part 23.

I carefully cut a square-cornered letter "D" shape out of basswood, with inside dimensions that just fit down over the tower shell extended corner posts, and with outside dimensions of the roof overhang. Triangular basswood forms shape the roof slope and support a cardstock sub-roof, which is covered with the Grandt Line shingle set.

Roof/ceiling

A sandwich of basswood with white semi-gloss cardstock on one side (interior ceiling) and a black emery paper (AR4 220) on the other (roof) forms the removable roof. The non-operational Order Board signal is fastened to this roof sandwich and acts as a "handle" for roof removal, servicing lighting, etc.

Coloring

The overhang shingles in the **Mainline Modeler** reconstruction photos are colored a medium green. Doug Barron's photos show a very dark shingle color, and the article confirms this. I painted mine an engine black wash color. Apparently the reconstruction contractor has some leeway in this regard.

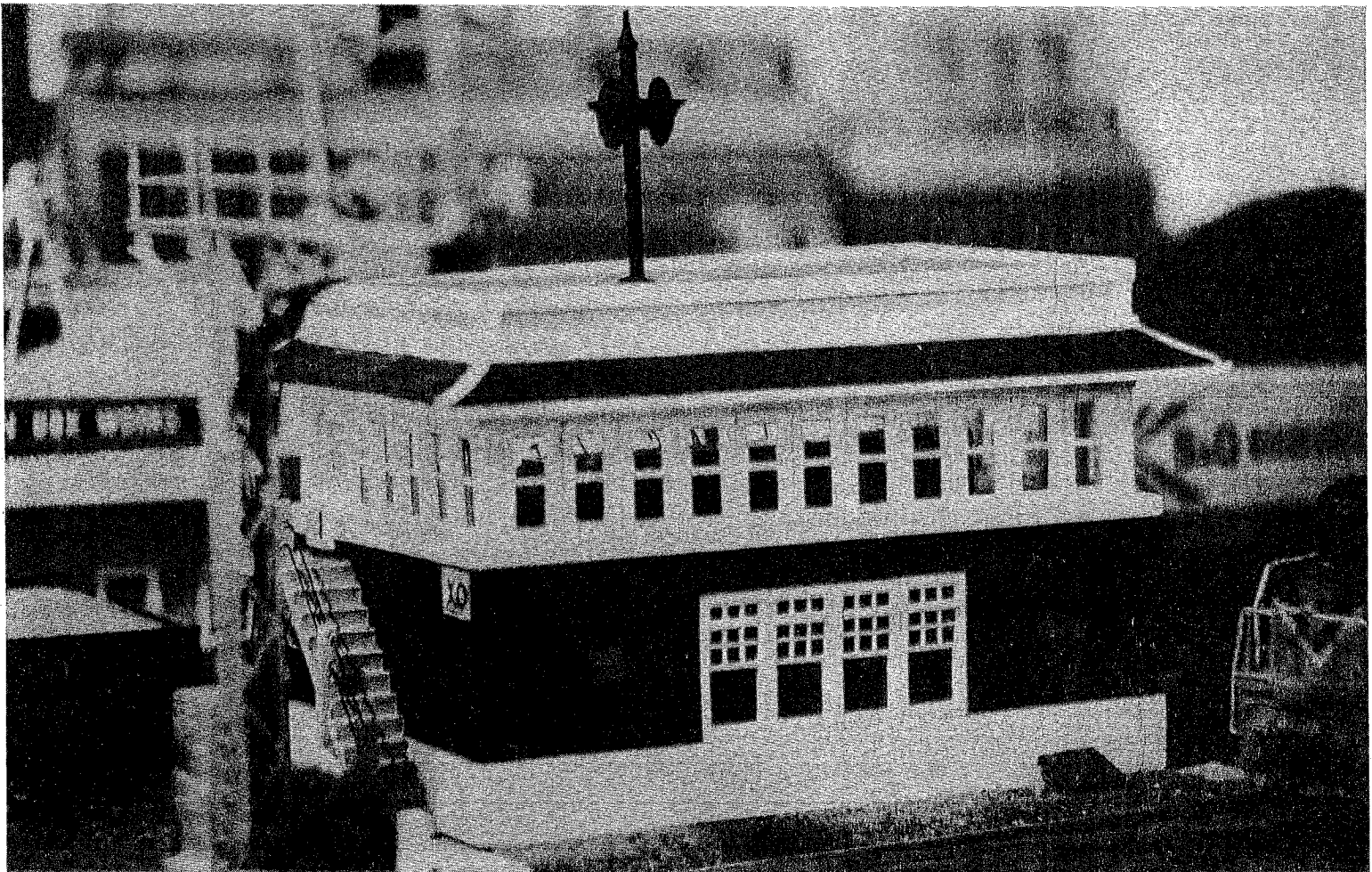
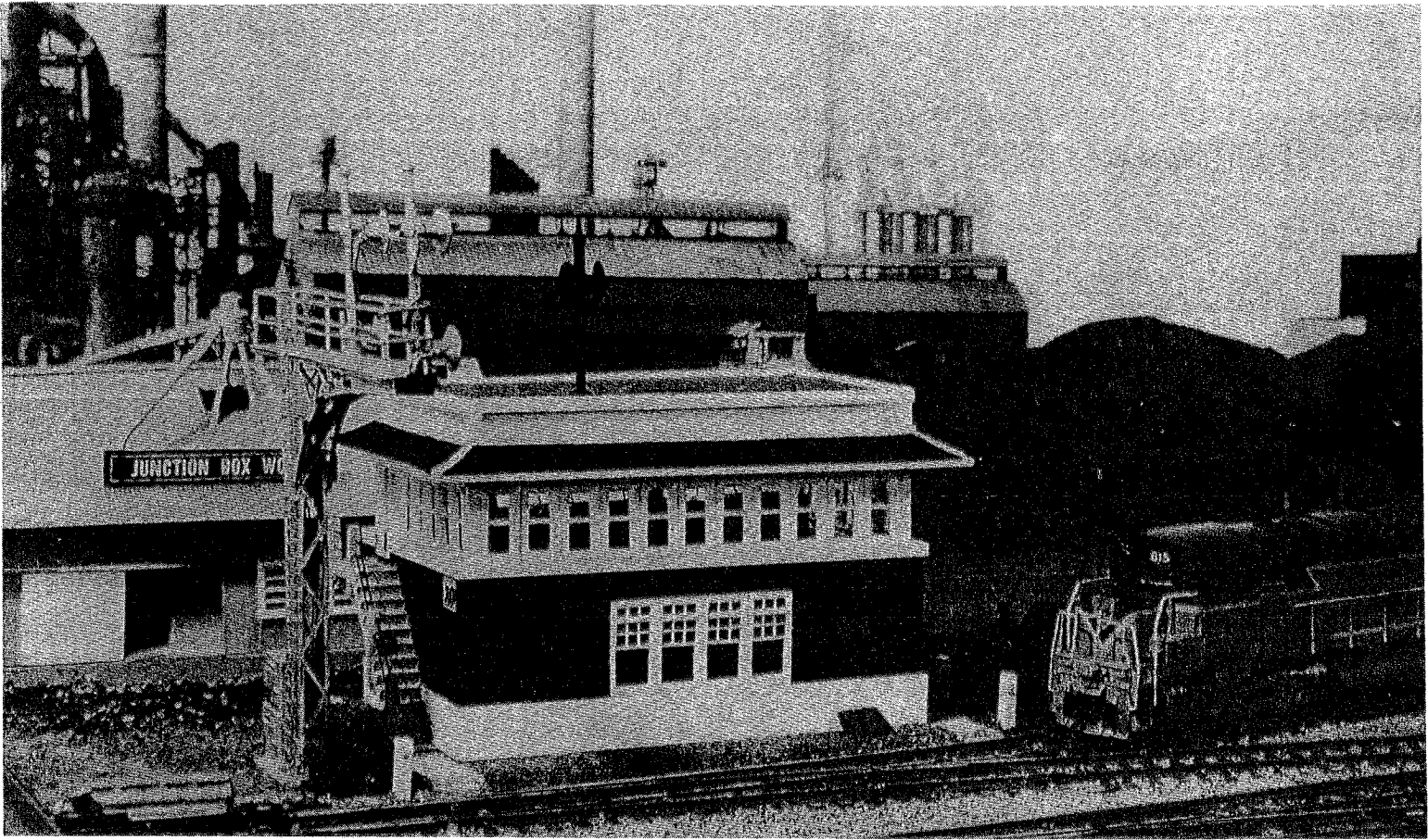
The cement base course surrounding the bottom of this structure appears to be mostly a "cement" color in the **Mainline** photos, due to excessive weathering. It was originally painted a flat whitewash color, as seen in Doug Barron's photos taken some years previous. I opted for the earlier whitewash finish.

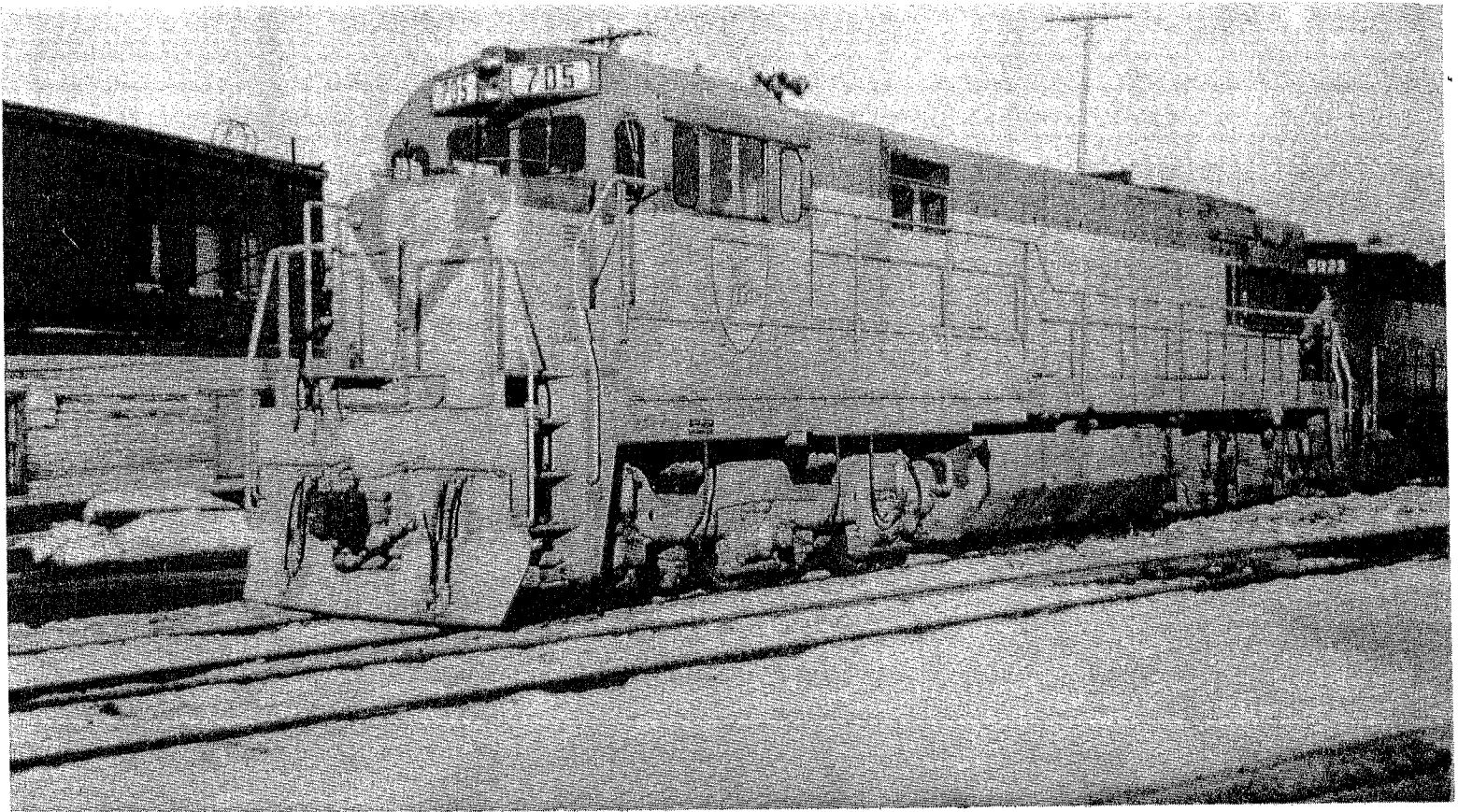
Deviations from the prototype

Site: My tower site is flat, but the XO site per the **Mainline Modeler** drawings is sloped toward the right front corner. I elected not to complicate construction by attempting to follow this sloping effect.

continued on page 26

Page 21, top and bottom:
George Stubbs' HO version (see article in this issue) of Mechanicville's XO Tower certainly looks a lot better than its modern-day 12-inches-to-the-foot counterpart, now swathed in modern-day construction wrap, and sometimes referred to as Tyvek Tower. No, the background isn't true to life, but the model tower at least has an interlocking machine.







Reminiscing

by Rev. Walter F. Smith

Wildwood in the Rain

As our annual Florida holiday came to its end, I knew I would have to return to Wildwood. CSX had given me a good show two weeks earlier, so on March 27 I again braved the construction and Florida traffic.

This time I did not leave quite so early in the day, but by 0845 I was in the "railfan parking lot" just off U.S. Route 301. In a senior moment, I had come without my scanner, but this kind of railfanning is pretty straightforward. If anything moved in Wildwood, I would see it. As I arrived in town a small white CYDX switcher, almost certainly an Alco, was working a crushed stone plant at the end of the yard. CSX 5947, a B40-8, was the yard switcher. Florida orange groves must use massive amounts of western Canadian potash; cars of Saskatchewan Potash and IMCX (International Minerals and Chemicals, probably from Bone Valley) were everywhere.

At 0930 one of those CSX megamaneuvres came north with the most interesting power mix of the day: NS 9373 leading, HLCX 7156 in pale green paint, HLCX 6309 in Burlington Northern livery, and Union Pacific 9094 taking up the rear. Among his 141 cars were 73 covered hoppers on the point, probably of phosphate,

molten sulfur tanks, mixed cars, and four Union Pacific "Chilled Express" reefers.

The yard switcher continued to drill. Many of the people who live across the tracks use CSX as a shortcut to the fast food joints and stores on 301, and though the property is posted, no one seems to notice. There's a rough kind of crossing; perhaps it once was a public street, but it's now blocked on the east side. CSX MOW trucks use this, driving around the blockade. I did see one kid in a hot car dart across there too.

There is a continual procession of people on foot. One young mother led her three-year-old girl directly across the rails while the switcher bumped cars a hundred feet away. The child had the sense to be afraid, and the walk across six or seven tracks was agonizingly slow. CSX workers ignore the trespassing; they've probably given up.

Usually I am disgusted by graffiti, but one CN covered hopper came close to being an exception. A child was sitting in a flowerbed eating from a honey jar. There was a verse I could not completely read about "sweet honey" which ended: "In the dark of night, this freight we smacked." Someone should be illustrating children's books instead of CN covered hoppers.

Around 1130, the switcher tied up and the railroad slept. At 1215 I drove to Hardee's and bought a burger. As I finished it in the shade of the yard trees, a northbound appeared. This job had another interesting power lashup: CSX 9521, oddly not in my reference book, UP 2474 (SD60), and CSX 2300, a road slug. He entered the south power switch into the yard and proceeded to pick up 17 cars to add to the 73 he had on arrival.

I flitted up to Wildwood North, where the controlled siding joins the single main. As the freight approached my camera, lightning was splitting the sky behind him. In this mixed manifest were 12 more UP "Chilled Express" reefers.

It began to rain hard as the last cars passed. Back at "my" parking lot, I read some of a bio of Benjamin Franklin I've been working on, and during a lull in the downpour heard more whistles to the south. CSX 8708-8667 rolled past with 25 auto racks and mixed cars totaling 69.

I had now been in Wildwood five and a half hours, and again it was pouring. It was tempting to break it off, but it seemed that eventually something would have to

run southbound. Driving up to check the signal at Wildwood North, where 301 passes over CSX, I could see the lights of a southbound.

In the next 100 minutes there would be no fewer than four southbound movements. The train whose lights I had seen had come up the controlled siding. His lead unit was EMD demonstrator 4693, an SD70M. Under the cab window, CSX is stenciled in small letters. He was trailed by CSX 4683, another SD70M.

This train's arrival triggered an odd sequence of events. The southbound signal for the main was high green, but the train sat. A truck came from the yard office. I expected a new crew, but instead the driver climbed on CSX 8320 and 8889, which had been here all day, and fired them up. The truck disappeared, only to return shortly, and the driver took a bag of ice into the 8320. The truck again drove away, and in a few minutes the white CSX Suburban that is the yard vehicle came with a crew, and this power went west light. (As I left town later, I noted he had picked up a cut from the crushed stone plant.)

When he departed, the two SD70M's began to make a pickup. I did not see all of this freight, but there were 25 cars of crushed stone behind the power. To the north, I could see the lights of yet another southbound. All this took place in a tropical downpour, and I felt pity for the men on the ground. We fans might find the "romance of the rails" considerably dampened in such a gully washer.

After the light power had gone south the signal had dropped to red, but now high green shone. The headlights exploded into another megamaneuver with CSX 7844 and HLCX 7181 and 126 mixed cars. I mused that, just as 40-foot boxcars were replaced by 50-footers a couple of decades ago, now 60 footers appear to be the wave of the future. Some white ATW boxes were stenciled, "for use by the paper industry".

Behind him, the signal went from red to yellow, and another light appeared north of the yard office. CSX 8744-8777 glided by with 35 automobile loads for the Port of Tampa and 40 reefers: 37 Tropicana, two Union Pacific, and one Golden West. By breakfast the reefers would be crossing the drawbridge into Bradenton, where we had visited the previous weekend.

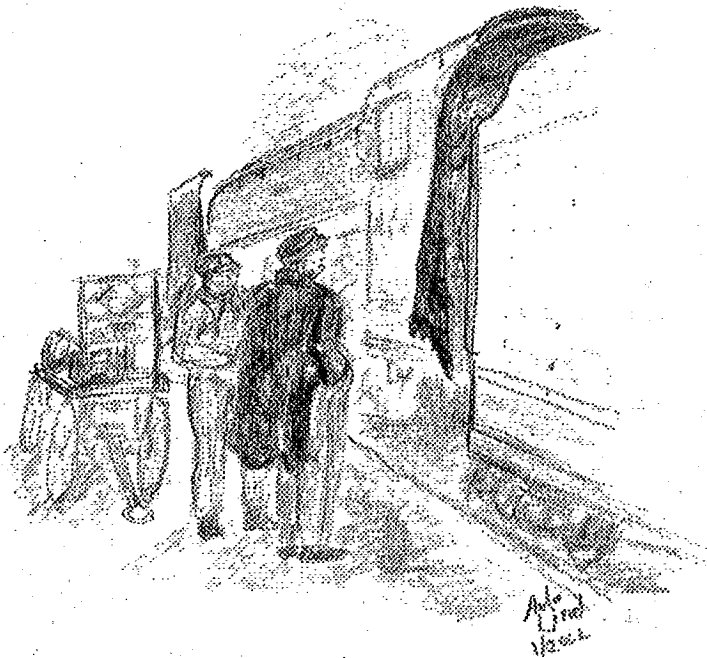
It was now 1715 hours, and the rain was driving down on the 5 o'clock traffic. The approaching darkness, my glaucoma, and an empty stomach all told me it was time to leave Wildwood. As I departed town, the access road to I75 was tied in knots by X8744 south, which was now creeping past on a yellow signal.

If you're in central Florida, plan to spend a day in Wildwood.

Photos on page 22:

Top: D&H U30C 705 at Mechanicville, NY on January 21, 1968; photo by Michael Varuso. Built by GE March 1967, builder #36236, it was sold to Nacional de Mexico in 12/78.

Bottom: D&H S2 3030 works Rutland, VT in the early 1950's. Built in November 1949 (Alco #77818, D&H class DES-69/S10), it was sold to the Long Island Rail Road in June 1964. The LIRR sold it to Naparano Iron & Metals in June 1977, and was scrapped immediately. From the collection of Scott J. Whitney



Let's Talk It Over

by Jim Corbett

Catching up on a few things from past issues, there was a discussion about re-routes of the D&H main line (north of Albany) as a possible reason for milepost discrepancies at the junction of the Rutland Branch in Whitehall. While I can't say if such things were the cause of that particular difference, there were a few such re-routes over the years.

The earliest I know of was rerouting the main line out of downtown Ballston Spa; that took place before I was old enough to be aware of such things, so no later than the early 1950's (and possibly quite a bit earlier). The reroute out of downtown Saratoga Springs came in the late 1950's; in the 1960's, the primarily-passenger routing between Mechanicville and Ballston Spa via Round Lake was abandoned, and the main line then ran west from Mickeyville to today's "magic triangle", where the Canadian and Colonie mains join. There may well have been more in earlier years; between them, they probably changed distances quite a bit (the Ballston Spa reroute would have shortened the main; the Round Lake abandonment noticeably lengthened it, and the Saratoga bypass probably lengthened it slightly).

Back in the April issue I asked a question about the *Interstate Express* Philadelphia - Binghamton overnight train, and in the May issue, R.L. Eastwood, Jr. was kind enough to send in an answer. Now comes the August *Railroad Model Craftsman* with a long and fascinating article by William T. Greenberg, Jr. on exactly that subject. I won't try to synopsise his article, but it does answer many of my questions. The reason the Lackawanna never

showed a time for the train at Scranton turns out to be that the CNJ-DL&W interchange took place south of town at Taylor, where the Jersey Central and the Lackawanna's branch to Northumberland paralleled each other. The CNJ took Scranton equipment into its Scranton station; the main train went west on the DL&W without ever passing through downtown. Even when the Syracuse sleeper ran on an earlier train, the interchange was made at Taylor, although in

that case a Lackawanna switcher did take the car downtown to go west on a mainline Lackawanna train (explaining why that sleeper did show a Scranton departure time in the Lackawanna's schedules).

And as to the original question, where did the train crew ride when there were no through coaches and the sleeper didn't operate, a rider coach (the article even has pictures) did the honors. The implication is that after the Binghamton through coaches were dropped (as early as 1948), the crew rode the sleeper, using the rider coach when the sleeper didn't run and after the sleeper itself (and therefore passenger service beyond Wilkes-Barre) was dropped in 1957. The train continued to run for head-end traffic (and passengers at least between Mauch Chunk/Jim Thorpe and Wilkes-Barre on the CNJ, and possibly also on the Reading) until 1963.

The article also describes a short-lived (for about a year in 1928-29) Washington-Syracuse sleeper off the B&O, and Bethlehem - Washington through parlor cars and coaches. Complete with maps, photos and at least one timetable reproduction, it's unlikely a more thorough study of the train will ever be published.

All in all, it is an article that should interest anyone with an interest in off-the-beaten path passenger operations. (And, while it was never a D&H train, the article does remind its readers that the *Express* did indeed operate over the D&H, on CNJ trackage rights between Hudson and Minooka Jct., Penna. for 11.2 miles, and even made a stop at the D&H Pittston station westbound-only.) Recommended.

Why this article appears in *RMC* rather than *Railfan & Railroad* isn't entirely clear, since it's totally prototype, but, hey, quality is where you find it.

Now, on to some newer topics.

Shield searching

I had the chance to do a bit of rail watching and riding away from St. Louis when some family activities took my wife and I on a St. Louis - Minnesota - Texas - St. Louis trip. Unluckily, most of the rail activity we saw (and we paralleled some lines, notably the old M-K-T through Oklahoma, for many miles) was maintenance-of-way equipment; BNSF had tie replacement going on its Duluth-Staples line near our camp for most of the week we were there; though we often see trains in the Aitkin - Deerwood - Brainerd area, this time there were none to be seen, or even heard in the night. Plenty of MofW equipment gathered on the Deerwood siding and spread out each day, though.

It was much the same case along the UP's Katy, the old MP/IGN main in Texas, and the former SP Houston - Shreveport line. 'Twas the season, I guess; even more "road work" on the rails than on the roads. We did see a few moving trains during our trip, including a 3-way meet on the UP/SP/MP at Hearne, TX. But despite eagle-eyed outlooks, the search for the shield was entirely unsuccessful.

Ah, riding...

The riding part, however, was much more successful. I took the opportunity to ride the DART (Dallas Area Rapid Transit) lines in the Dallas area, and the Trinity Railway Express commuter operation from there to Fort Worth. These, especially the DART light rail, are high-class operations, and the price is unbeatable. A \$4.50 day pass covers all bus, light rail and rail (TRE) lines in Dallas, Fort Worth and the surrounding area; half that will get you a day riding anything in Dallas, plus the TRE as far west as West Irving (or, on the other side, all buses in Fort Worth and the TRE as far east as Centreport/DFW). Those Texans seem to be trying very hard indeed to take cars off the road, and it would seem successfully: the midday TRE trains I rode had decent loads, and the light rail trains were anywhere from half-full to packed.

Our other rail-riding adventure took place on the Boone & Scenic Valley Railway, which runs out of Boone, IA. This line runs over the old Fort Dodge Des Moines & Southern interurban northwest out of Boone; the scenic highlight is a high (180 feet) bridge over a side creek at the top of the descent into the Des Moines River Valley. Although the road operates a built-for-them (though somewhat garishly-painted) Chinese steamer, we elected to ride the "Dessert Train". This train featured F-unit power and two former streamliner cars, a diner (closed on this run; the same equipment set also makes up the

road's Dinner Train in the evening) and open-platform sleeper-lounge-office car, air conditioning, and a longer run. Snacks, soda and a tasty dessert are provided as part of the fun, as well as a meet with the steam train on the return trip. While speed wasn't much, we enjoyed the trip through farmland, over the high bridge (and the less-high Des Moines River bridge) and back up the hill west of the river to the metropolis of Wolf (which seems to have somehow misplaced all its buildings), riding the platform about half the time. The volunteer crew/guide/interpreters did a good job, the sweets were excellent, and the whole venture proved an enjoyable couple of hours, including a look into the Iowa Railroad Museum, which is the station. I even acquired a copy of their employee timetable. I'm not sure I knew tourist railroads even had such things. Stop by if you're ever out that way.

Back home, I took time to ride St. Louis' Metrolink's newest extension (which opened while we were on the road), a one-station extension on the eastern end to the new Shiloh-Scott station (the "Scott" being Scott Air Force Base, which there's rather more of than there is of Shiloh). The station has two parking lots, one on the civilian side and another (presumably for military personnel only) inside the base; the station itself is off-base, though only steps from a main gate.

The trip reminded me of what a transportation buff's joy the Metrolink line is, going over, under and along railroads and superhighways galore, with the region's major airport at one end and a crossing of the Mississippi River in the middle. On this day's travels (a one-way end-to-end trip takes about an hour and a quarter), Norfolk Southern provided a 4-unit west-bound freight (led by a Conrail blue unit) out by Shiloh; Amtrak's (late, as usual) *Texas Eagle* crossed overhead in East St. Louis; a number of tows were noted on the river, along with UP and BNSF freights along the Mill Creek Valley in and west of downtown; and American Airlines' "retro jet" (the 757 painted in the original 1950's "Astrojet" colors a few years back to celebrate 40 years of AA jet service) was at Lambert Field. Fun.

The line also passes many of the area's major attractions, including the Arch, Union Station, Busch Stadium and Savvis Center arena, and of course uses the Eads Bridge for the river crossing. The more scenic side, however, is the Illinois, particularly east of Fairview Heights station, where the line uses a creek valley to climb the bluffs out of the Mississippi valley (out of the American Bottoms, for those who remember Lucius Beebe's frequent use of the term in his photographic books, that being the local term for the flatlands on the

Illinois side of Old Man River), then runs beyond the metropolitan sprawl and literally into the cornfields of the Illinois prairie.

On that newest sector, the light-rail line first parallels, then closely approaches NS's ex-Southern line to the east in order to go under a local highway (which did not have an overpass when only the SR/NS line existed). The line clearly deviates to come alongside NS for this purpose, and then immediately jumps over it into the Shiloh-Scott station. I wonder whether NS contributed anything to this grade-crossing elimination, or just benefited from being in the right place when the light-rail line was built?

The trip also provided an opportunity to compare the Dallas and St. Louis light-rail systems. There's no doubt the Dallas system is fancier, with racier-looking cars and much more substantial stations. Larger, more protective (and more eye-catching) platform roofs really stand out in Dallas; in St. Lou, there is much less protection from inclement weather. At least some Dallas stations actually have enclosed, climate-controlled waiting areas, of which St. Louis has none. Those areas also provide schedules not only for connecting bus lines, but also for virtually the whole system; in St. Louis, one would need to stop at the MetroRide store in downtown (west of Convention Center station) as just about the only place to acquire these items. Both systems provide smooth, comfortable rail service at a reasonably quick rate of speed, and provide a wide range of views of their areas. (Dallas' historic counterpart to the Eads Bridge is probably DART's use of the "triple overpass" above Dealey Plaza as the entry to the north end of Dallas Union Station; TRE also uses it.)

Operationally, both seem pretty snappy; one interesting contrast is at terminal stations, where, at least in my experience, DART usually has a train ready to leave about a minute after a terminating train arrives; Bi-State tends to have the outbound train leave just before the incoming train's arrival. Outside the downtown areas, both are true rapid-transit lines, with long stretches between stations that promote speedy overall times.

Much of Metrolink is on former railroad right-of-way. The old L&N provides most of the Illinois routing from the river almost to Belleville; the TRRA Eads Bridge and tunnel provide the downtown "subway" and open-air routing as far west as Grand Avenue; and from there almost to the University of Missouri-St. Louis stations, the route is the old Wabash passenger line to the west. In Dallas, much of the northern end of the Red Line has the look of old-time rail, and certainly the outer end of the Blue Line toward and in Garland is

former rail, some of it still sharing right-of-way with the Dallas Garland & North Eastern short line.

Name wise, it's all Dallas; I regret to report that Bi-State Development Agency, responsible for the transit system in the St. Louis area, has recently changed the name it uses for the transit system from "Bi-State Transit", which has at least some local flavor, to the far-more-generic "Metro".

Financially, a day pass in St. Louis will set you back four bucks, and is usable on all trains and buses, but is only available at Metrolink stations or the aforementioned MetroRide Store; in Dallas, the pass, as mentioned above, is \$2.25 for Dallas-only (or Fort Worth-only), or \$4.50 for the whole Metroplex. While the Metroplex includes both cities, I feel compelled to say it's just one state, and is available on the buses as well as at light-rail and TRE stations. Loads on the Missouri side in St. Louis seemed to be comparable to Dallas at the same time of day; on the Illinois side, they were quite a bit lighter, though certainly there are more traffic generators on the Missouri side.

And we continue

Finally, back to "catching up".

A while ago, I promised a list of (with a bit of cheating) 40 railroads with which the New York Central had through-car service. That column actually did get written, but it ran a bit long, and perhaps more than a bit confusing. There was to be an attempt to recast it in a tabular or spreadsheet type of layout, but that doesn't seem to have been entirely successful either. So here's a very skeletal version of the listing, using common reporting marks, the route segments on the "foreign" roads, and a brief idea of where the through service came from/went to on the New York Central. In the list, a "-" separates the end-points of a route segment, and a "/" identifies a station in a place where the through services used more than one, or used a station other than the New York Central's.

So here are the "New York Central 40" (actually 41):

1. D&H: Albany-Rouses Point/D&H, Troy-Watervliet, Saratoga-North Creek, Fort Edward-Lake George (all from New York City).
2. Nap. Jct.: Rouses Point/D&H-Montreal/Windsor (from New York City).
3. CP: Montreal/Windsor-Quebec, Montreal/Windsor-Ottawa (both from New York City), Montreal/Windsor-Detroit (to Chicago), Hamilton-Toronto (from Buffalo/New York City/Boston/Pittsburgh/Cleveland/Cincinnati).
4. NH: Springfield-New York City (from Boston/Worcester).

5. B&M: Boston/North-Troy (to Chicago), Troy-White Creek (from New York City to Rutland points). (As we've been over before, the interchange point for all practical purposes was North Bennington, but track ownership changed at White Creek, essentially the NY-VT state line).
6. RUT: White Creek-Rouses Point/RUT (from New York City to Montreal via CN).
7. CN: Rouses Point/RUT-Montreal/Bonaventure (later Central) (from New York City).
8. PRR: Canandaigua-Washington (from Rochester), Philadelphia-Buffalo (to Toronto), Grand Rapids/Union-Kalamazoo/MC (to Chicago).
9. DL&W: Hoboken-Buffalo/Lackawanna via Newark and via Paterson (from Detroit/Chicago MC).
10. LV: New York City/Penn-Buffalo/LV (from Detroit/Chicago MC).
11. RDG: Bethlehem-Philadelphia (from Detroit/Chicago MC via LV).
12. ERIE: Youngstown-Cleveland/Erie (later C.U.T.) (from Detroit/Chicago/St. Louis to Pittsburgh), Youngstown-Chicago/Dearborn from P&LE (from Pittsburgh).
13. P&LE: Pittsburgh - Youngstown/Union (from Detroit/Chicago/St. Louis/Cleveland) and NYC (from Buffalo/Albany/Pittsburgh/Toronto).
14. B&O: Baltimore/Mount Royal-Pittsburgh (from Cleveland Erie-P&LE).
15. MONG: Brownsville-Fairmont (from Pittsburgh P&LE).
16. TH&B: Welland-Hamilton (from Buffalo/New York City/Boston/Cleveland/Pittsburgh/Philadelphia to Toronto).
17. D&M: Bay City-Alpena (from Detroit).
18. DSS&A: Mackinaw City-Soo Junction-Sault Sainte Marie (from Detroit).
19. Soo: Sault Sainte Marie-Trout Lake (to Detroit).
20. SOU: Cincinnati-Jacksonville via Valdosta and via Jesup. Valdosta-Hampton (from Detroit/Grand Rapids/Cleveland/Buffalo/Chicago to St. Petersburg/Miami/Fort Myers).
21. FEC: Jacksonville-Miami (from Detroit/Cleveland/Buffalo/Chicago).
22. SAL: Hampton-Miami, Wildwood-St. Petersburg, Plant City-Sarasota (direct) (from Detroit/Cleveland/Buffalo/Chicago (Sarasota only from Detroit)).
23. L&N: Cincinnati-Atlanta (from Detroit/Cleveland to Miami/Orlando/Fort Myers).
24. C of G: Atlanta-Albany (GA) (from Detroit/Cleveland to Miami/Orlando/Fort Myers).
25. ACL: Albany-Jacksonville-Fort Myers (from Detroit/Cleveland to Miami/Orlando/Fort Myers).
26. N&W: Columbus - Norfolk (from Cleveland).
27. C&O: Cincinnati-Washington (from Chicago/St. Louis/Mexico City/San Antonio), Charlottesville-Old Point Comfort (from Chicago/St. Louis), Columbus-Ashland from Cleveland to Clifton Forge).
28. MP: St. Louis-Texarkana (from New York City to Fort Worth/Mexico City/San Antonio/Houston), Longview-Laredo (from New York City to Mexico City, later terminated at San Antonio), Palestine-Houston (from New York City).
29. T&P: Texarkana-Fort Worth (from New York City).
30. NdeM: Laredo-Mexico City (from New York City).
31. SLSF: St. Louis - Oklahoma City (from New York City, and from New York City to San Antonio/Dallas/Waco).
32. MKT: Vinita-San Antonio via Dallas, Denison-Waco via Fort Worth (from New York City).
33. C&NW: Chicago/C&NW - Omaha (from New York City to Oakland Pier/Los Angeles).
34. UP: Omaha-Los Angeles (from New York City, and from New York City to Oakland Pier).
35. SP: Ogden-Oakland Pier (from New York City), Tucumcari-Los Angeles (from New York City).
36. MILW: Chicago/Union-Omaha (from New York City to Los Angeles).
37. CB&Q: Chicago/Union-Denver (from New York City to Oakland Pier).
38. D&RGW: Denver-Salt Lake City (from New York City to Oakland Pier).
39. WP: Salt Lake City-Oakland Pier (from New York City).
40. CRI&P: Chicago-Tucumcari (from New York City to Los Angeles).
41. AT&SF: Chicago/Dearborn-Los Angeles (from New York City).

In some cities the through cars moved between stations in switcher service.

The "cheats" are using P&LE as both a through-service to NYC and a participant in non-NYC-proper through services with B&O and MONG (and with Erie on the Pittsburgh-Chicago Dearborn service, but that's not a cheat because NYC itself had thru service with Erie on other routes), and counting NJ separately from D&H (but NJ did have its own listing in the **Guide**). There could be lots more detail (and digressions), but I didn't want to leave the topic hanging; if anyone's truly a glutton for detail (or punishment!), drop me a note

(jimcorbett@prodigy.net) and I can email the original article.

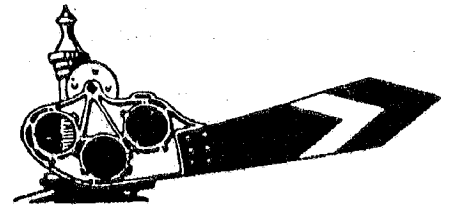
Bridges and remnants

Following up on a question from our new railroad-tech columnist, **Frank Peregine**, the MacArthur Bridge here is only somewhat approaching the century mark. It opened in 1917, but did not see truly heavy freight service until relatively recent decades. Each car crossing it had to pay a toll to the City of St. Louis, the bridge's owner, so much more freight was routed via the Merchants and (until it and the tunnel became too small for many cars) Eads Bridges. TRRA essentially traded the Eads Bridge for the MacArthur in the run-up to Metrolink, so no tolls are paid to the city these days.

However, the Merchants Bridge, which is upstream, is well over 100 years old, having opened in 1890, with heavy freight traffic from that day to this. Eads, the first St. Louis bridge, is of course even older, but no longer carries freight traffic and was heavily rebuilt for Metrolink.

And, to **Joe Durham**, the vestiges of track you saw in Richfield Springs, N.Y. were undoubtedly the former Lackawanna branch (later Erie Lackawanna and then the Central New York short line) serving that town; the UV never came that far north, and the O&W was further west. The other line I know of that did serve Richfield Springs was the Southern New York (Oneonta-Herkimer) interurban, but that was gone so long ago I'm sure none of its trackage has survived.

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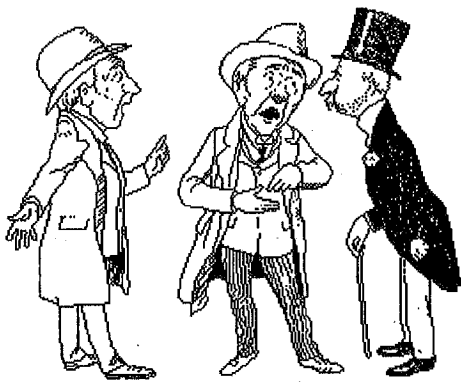


XO Tower from page 20

Stairway: The prototype starts at the front corner of the structure. The only closed riser stairway style that I could find, in the Central Valley #1602 set, has a steeper pitch than the prototype; thus, my bottom step is set back from the corner. I alleviated this setback distance somewhat by lengthening the second floor porch. The underside of this cement stairway needs to be enclosed.

An added benefit to building the XO tower is that the Central Valley "Steps & Ladders" #1602 set consists of four complete sprue sets of various types of steps (open and closed), and many different ladder styles. There's more than enough for the next scratch-building project.

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Good Stuff!

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

edited by Jim Bachorz

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

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

This month's "good stuff" items come to us from that wonderful compendium, Roy Scrivner's **Midwest Rail Scene Report**.

The old boomer

A fellow I used to know was a hobo back during the depression. He told me many tales about those days, but my favorite was about how his quick wit kept him out of jail.

He was waiting to hop a freight one day when he realized the train was leaving early. He started to run across the yard after it. By the time he got there, the freight was really rolling, and it was all he could do to reach it. He made a grab for the step and missed, which sent him rolling top over teakettle down the embankment.

When his head cleared and he started to get up, he was face to face with a yard bull. The bull said, "Trying to hop a freight are you! This'll get you six months on the rock pile!" My friend said, "Why no, officer. I realized that train didn't belong here and I was chasing it out of the yard!" The bull burst out laughing. Then he said, "Anyone who can think that fast don't belong in jail. Get out of here!"

The rest of the story

We've all heard the ballad of Casey Jones, the "brave engineer". Now let's

read "the rest of the story". Carl England, a Conrail Trainmaster in Rochester, NY, brings us up to date on Casey Jones. He managed to salvage the Illinois Central Railroad file on one J.L. Jones. Here is a summary of his own work record from the file:

Suspensions:

- 10 days, 2/14/1891, collision at Water Valley Yard
- 5 days, 1/17/1893, running a switch at Carbondale
- 5 days (date?), running through switch at Villa Ridge
- 10 days, 12/6/1893, striking a flat car in a siding
- 15 days, 1/4/1896, rear end collision at Toone
- 30 days, 1/16/1896, carelessness in handling of order at Jackson, Tenn.
- 30 days, 9/3/1896, sectional collision at Hickory
- 30 days, 5/22/1896, leaving a switch open at a crossover, resulting in a collision
- 10 days, 9/22/1897, not recognizing flagman who was protecting a work train

In approximately nine years prior to his final fatal collision, he had been suspended nine times for a total of 145 days! It's amazing that he was allowed to operate at all after the first half dozen incidents. Based on the testimony of all of the employees present at the scene of the fatal collision, as well as his prior work record, one could reasonably conclude that Casey Jones was solely responsible for the wreck that claimed his life. Who among us would have wanted to work with this "brave engineer", given his work record?

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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 C. Cole

Howard C. Cole, 93, of Milford, NY, died Tuesday, May 27, 2003, at The Meadows.

After graduating from high school, Howard spent his working career with the

Delaware and Hudson Railroad. He was a member of the United Transportation Union since 1942.

Thomas R. Sylvester

Thomas R. Sylvester, 76, of Viall Ave., Mechanicville, NY, died Saturday, July 12, 2003 at his residence.

Tom was a car inspector with the D&H Railroad in Mechanicville and Saratoga Yards for 41 years.

Mr. Sylvester was also a long-time member of the Bridge Line Historical Society. Our sympathy goes to his family.

William E. Van Zandt

William Edward Van Zandt, 93, of Loudonville, NY, died Wednesday, June 18, 2003 at the Good Samaritan Healthcare Center.

Mr. Van Zandt was employed by the Delaware & Hudson Railroad, starting as a car clerk and retiring as a car accountant and supervisor of the initial IBM Machine Program in 1971 after 44 years of service.

Attention families of railroad retirees

Surviving family members may be eligible for \$2,000 from MetLife.

MetLife Insurance Company has initiated an Outreach Program to identify surviving family members of deceased railroad employees who may be eligible for \$2,000 in unclaimed funds.

Surviving family members of retired railroad employees who died between 1964 and 2001 may be entitled to receive the \$2,000 life insurance benefit.

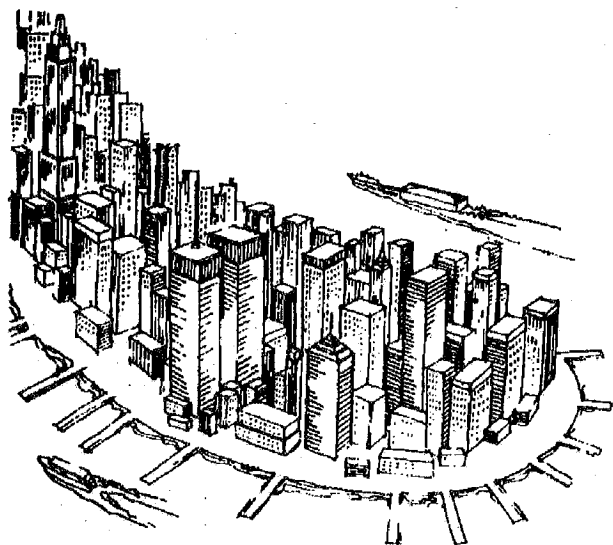
MetLife has identified the Brotherhood of Locomotive Engineers as one of twenty unions that represent eligible railroad workers.

Certain retired employees of participating railroads may have been covered under group life insurance policies issued to the Health and Welfare Plan of the Nation's Railroads and the Railway Labor Organizations. The amount of the coverage is \$2,000 per insured. The intended beneficiary may not have filed a claim for benefits, and thus no claim would have been processed.

If you believe that you may be eligible for benefits or have information regarding individuals who may be eligible, please contact MetLife's Railroad Operations Center at 800-310-7770. Proof of eligibility (including proof of death) will be necessary to process each claim and MetLife will make all claim determinations. MetLife representatives will answer your questions and, if appropriate, assist you in filing a claim.

Potential individual beneficiaries who contact the toll free MetLife number will be routed to a dedicated service team that

continued on page 30



The Metropolis Monograph

by Robert A. Lowe

Amtrak

On July 28, the Bush Administration proposed a drastic restructuring of Amtrak, whereby the federal government would pay a part of capital costs and the states the balance plus all operating deficits. The states would thus decide which services would be offered. Coalitions could build and operate high-speed rail operations. Most likely, with most states facing severe budget deficits, long distance trains will simply wither away. Amtrak would wind up as a private sector passenger railroad, independent of the federal government. There would be a 6-year transition. The NEC would be transferred to state control and tracks and signals plus control of trains would be under state supervision. Basically, Amtrak would be divided into three entities: an operating company to be contracted by states and consortia of states to operate trains; a company to operate the NEC; and a governmental operation to retain Amtrak's name and franchises. Most feel if this proposal comes to fruition, Amtrak will be a goner. Amtrak's board and officials do not appear to have been consulted in this proposal. Competition with Amtrak would be fostered, but who is seeking such? The feds feel a prototype is with Cascades service, which has been heavily subsidized by the states of Oregon and Washington. It is encouraged to use this as a model nationwide. If Amtrak's long distance service is shut down, it will mean a massive loss of jobs. In the Chicago area alone, more than 2,000 jobs would be lost.

There was immediate reaction from the Senate, where pro-Amtrak forces led by Sen. Kay Bailey Hutchison (R-TX), joined by Sen. Trent Lott (R-MS), Sen. Olympia Snowe (R-ME), and Sen. Conrad Butts (MT), rejected the plan, and called for \$60

billion over the next six years, \$12 billion for operating and \$48 billion for capital projects.

On July 11, the House Appropriations committee headed by Rep. Ernest J. Istook, Jr. (R-OK) had voted only \$580 million for Amtrak. This was later raised to \$900 million by the full House. On June 26, Amtrak appeared to be given \$6 billion over three years.

During the summer, the massive Track Laying Machine has been working on the NEC, lifting up track and scooping out old ties at the rate of 2,500 ties per day. During this period, President David Gunn has been unwilling to cut back "failing" routes, renegotiate union wage deals, and partner with private contractors.

It has been noted that two Amtrak trains with the greatest number of riders are the *Coast Starlight* and *Empire Builder*. In addition, the *Cascades* service from Eugene, OR to Vancouver, BC has been well patronized.

The Philadelphia *Inquirer* featured Cut Bank, Montana, which says it is almost totally dependent on Amtrak for connections to the rest of the country. 2,000 persons per year use the "station".

In May, I wrote about Michigan's continuing commitment to Amtrak. It is maintaining service through September 30, agreeing to increase its subsidy via a state law that mandates \$5.7 million to \$7.1 million. However, ridership this year has been down 13%.

In mid-June, the *Kentucky Cardinal* ran its last run, Louisville-Indianapolis.

Other Amtrak news

On July 8, an Acela train near New Brunswick, NJ struck a man and service on the NEC was stopped for an hour.

On July 12, a Baltimore man stole a bike in Stonington, CT and proceeded to rob several homes but was arrested at the Westerly, RI station.

On July 15, an Acela train snagged catenary near Baltimore, and service on Amtrak and MARC was stopped for one hour. Previously, on June 25, Acela train #2170 stopped for an undetermined reason in the B&P Tunnel in Baltimore, suspending all service. On July 16, catenary on the Hell Gate Line in the Bronx failed, causing suspension of service between Penn Station and New Haven.

Finally, on July 29, an Amtrak train snagged catenary near Woodbridge, NJ, causing a shutdown of all lines. Amtrak and NJT service (including the North Jersey Coast Line) was suspended. Only one

line was restored to operation for the morning rush hour.

On July 18, a UP freight crashed head on with an Amtrak train in Sacramento, CA; six of nine Amtrak cars derailed. On July 15, a Capitol Corridor train to Sacramento hit a tanker truck with 1500 gallons of bleach near Rodeo, CA.

Amtrak is adding extra cars to the *Maple Leaf* in July and August when the Saratoga Race Track is running.

With reduced fares and five more trains, ridership on the Springfield Line has been up 38%.

With more incentives, ridership on the *Texas Eagle* was up 37.2% in April, a rise for the third straight month.

Amtrak has engaged "Julie", an automated speech system, to perform reservations and credit card transactions on its reservation system.

NYS Comptroller Alan Hevesi released three audits of the Turbotrain high-speed service that has cost NY State \$75 million. Currently, there is one daily round trip Turbotrain between Albany and Penn Station. There are seven Turbotrains in the program, and all were to be operating by 1999. Problems stated were Amtrak not completing \$140 million in infrastructure repairs to allow higher speeds; DOT mismanagement of the contract and inspection monitoring of contractor Super Steel; unexpected asbestos contamination; and lack of controls over payments to Super Steel.

Around the nation

A new operation, known as Massachusetts Bay Commuter Railroad, took over the MBTA's commuter operations around Boston on July 1. This is a consortium of Connex, a French firm; Bombardier; and Altemente Concepts. Prior to initial operations, contracts were ratified with 14 unions, and 1,500 workers received \$1,000 bonuses for signing with the new contractor, plus 20% increases over five years. An inventory of the railcar fleet was made, with immediate repairs made on brake mechanisms. It appears Amtrak had deferred maintenance and cancelled all vendor contracts.

9-11 aftermath

Three incidents show the continued high level of alert. On May 19, Penn Station in NYC was evacuated, and a suspicious passenger aboard Amtrak train 174 was removed with a "suspicious package". The knapsack contained nothing threatening, but service in the busy hub was halted three hours around noon.

On June 9, a homeless man with a grenade tried to rob \$20 from a store in Washington Union Station. On the subways, on July 2 a suspicious package was found on the #1 line near Canal Street. All

West Side IRT service was halted and over 100 firefighters responded. The package reportedly contained cornstarch.

The PATH Exchange Place station in Jersey City reopened on June 29. This will allow transfers to ferries. It has been noted that many of those who had used PATH to commute to lower Manhattan have had jobs relocated to the Jersey City area.

It now appears Daniel Libeskind will provide overall design guidelines for the new transportation center at the World Trade Center. It will include a main transit hall that will connect PATH with the subways. However, an experienced architectural firm will do the detailed architectural work. The "temporary" PATH WTC station will feature two 60-foot tall structures that will support a canopy over the Church Street entrance; it is expected to open this fall. It appears some parts of this temporary structure (i.e. emergency exits from the electric power station and shed for electrical and communications equipment) will encroach on the "bathtub". As has been noted, there has been much said by surviving families and others to maintain this bathtub as "sacred ground" and not allow any encroachments.

RFPs have been issued for alternatives to link lower Manhattan with JFK Airport and Jamaica Station, possibly using a new subway tunnel, subway connections, and exclusive use of subways. The Port Authority also wants a design for the transportation hub.

The tunnels at Penn Station remain a critical problem. \$100 million has been spent to date, with at least \$350 million more needed. Main needs are improved air circulation and sensors to detect chemical threats. \$591 million in combined federal-state security funds is coming.

Long Island Rail Road

April ridership was down 9%, and in May, down 3.6%. On June 7, the LIRR did transport an estimated 38,000 riders to Belmont Racetrack and back. O-T% in May was 94.1 and in June 94.9.

It appears LIRR's overtime is double that of M-NR and NYCT. This is due to workers retiring and inefficient work rules.

Engine DM 503 cannot be repaired until the dispute with builder EMD about rebuilding is resolved.

A massive new structure is arising at Jamaica Station. Twenty 3-story window bays will rise floor to ceiling, half facing Jamaica Avenue and the other half facing the LIRR tracks. The AirTrain terminal is a seven-story vertical circulation building. There is also a 2-story control center and LIRR offices. The centerpiece is a 263-foot long, 72 ft. arch over the LIRR platforms. This effort will also upgrade downtown Jamaica.

On July 19, LIRR played a role in the Hampton Music Festival in Bridgehampton. This is near the LIRR Montauk Line, and last year the horns on passing diesels had been noted. This time, it was agreed to incorporate the diesel horns into the performance, much like cannons in the 1812 Overture. Mark Petering was commissioned to write "Train and Tower for Chamber Orchestra and Tape", with two DE30's providing a key appearance. The whole effort was carefully staged, with the diesels arriving at the proper moment with horns blasting. Sam Zambuto of LIRR's public affairs department masterfully coordinated this; Mr. Zambuto is a valued contributor to this column.

Metro-North Railroad

May's O-T% was 98.1 (96.7 west of Hudson) and in June, 96.9, 96.7 west of Hudson. Ridership in April was down 0.8%, but in May was up 0.1%.

The Secaucus Transfer should open for weekend service on September 6.

M-NR is publishing new fares to allow transfers to Penn Station.

On August 4, express service commenced on the Pascack Valley Line, reducing the trip by 15 minutes.

An easement was provided for a trail on the Beacon Line.

At Yonkers, landscaping, repointing, and exterior painting work is continuing on the historic station.

M-NR took beneficial use of the Highbridge Maintenance center. This facility will allow layover servicing of equipment that had previously been performed in GCT, but that area must be vacated when LIRR starts its service to GCT.

All 65 Comet V coaches built by Alstom should be received by next summer. Some will start arriving in the fourth quarter.

\$11 million has been budgeted to assess bridges, tunnels, viaducts, and trackage on the Port Jervis line, which is now leased to M-NR.

With continued growth in ridership and need to maintain reliability as well as state of good repair, new equipment is arriving. 180 M7's will arrive by 2004 (three months behind schedule), with a total of 336 by 2010; two remanufactured diesels (F40's) were to be delivered this August; the 65 Comet V coaches by summer 2004; 24 west-of-Hudson coaches will be remanufactured for use east-of-Hudson; and 242 M2's are undergoing critical system replacement at New Haven.

The Harmon Shops are being upgraded. Phase I was to be completed by the second quarter of 2003. The Highbridge center will go into operation to provide layover servicing; and all AC M-U's (from the early 1960's) will be gone by the end of

2003. M-NR is considering bi-levels both east and west of Hudson. The M4's and M6's, as well as end-door coaches will be remanufactured.

M-NR is promoting Reliability Centered Maintenance, which seeks preventive maintenance rather than "running to failure" and seeking maximum efficiencies. The first equipment to enter this program will be the Shoreliner coaches, which are less complex than the other equipment. The diesels will follow. Efforts will be to raise O-T% to 98 and MDBF to 75,911.

There were 156 options for replacing the Tappan Zee Bridge. These will be narrowed to five, with the final one by 2005. It is expected that there will be some kind of commuter rail service, either in a tunnel or new bridge.

New Jersey Transit

O-T% in May was 94.1.

On July 14, train 3920 from Trenton to P.S. had a wheel come off an Arrow III M-U; this is the 6th such failure. It occurred at the critical Portal Bridge, where in November 1996 an Amtrak train derailed. A wayside hotbox detector noted overheating, so the train had an emergency stop in Edison. It appears the conductor used a "Tempilstik" to see if there was overheating. Basically, this "high tech" device is a crayon-shaped stick of special wax compound. For the stick use, the melting point is 200 degrees, which indicates a problem. But upon re-enactment of his moves, it appears the conductor placed the stick three inches away from the critical spot. The resulting incident caused two cars to derail and the busy high line between Newark and NYC was shut down. NJT provided refunds of 15% to monthly pass holders for the disruption.

On July 21, there was a power outage on Amtrak that shut down operations.

NJT will spend \$90 million on final design and construction of the Newark City Subway Broad Street extension. This includes ventilation improvements to the existing tunnel as well as utility work and overhead catenary. A \$12 million maintenance facility opened in Hoboken to provide washing, fueling, sanding, light maintenance, and storage for layover equipment.

A \$4.9 million DEIS will be made for a new 2-track trans-Hudson tunnel and new storage yard. 20,000 new parking spaces are planned.

The Southern NJ Light Rail will feature original art at 20 stations, with metal sculpture of birds and wildlife.

New uses

There appears to be movement on new use for the West Side High Line elevated for 1.6 miles in midtown Manhattan. The structure has been dormant since 1980 and

was threatened with demolition. But largely due to the exhibit and myriad of options offered at GCT, there is activity to create the first urban elevated rail trail, at a cost of \$40 to \$65 million. While some still seek to demolish it, it now appears to be an economic stimulus. NYC has already committed \$15.75 million.

An art deco railroad substation at Dyckman Street in Inwood may be changed into a Dominican Cultural Center.

The last trolley kiosk in Manhattan is at the foot of the Queensborough Bridge, at Second Avenue. It was used until April 7, 1957, when the last trolley ran in NYC. It has been hit by traffic and the city seeks to demolish it. The other remaining kiosk has been removed to the Brooklyn Children's Museum. The last trolley, 601, built in 1930 by Osgood-Bradley, is now at the New York Trolley Museum in Kingston.

New York City subways

The New York State Appeals Court has ruled that the MTA was within its rights to raise the fare and tolls in May. Until then, NYS Comptroller Hevesi maintained that the MTA could afford a rollback to \$1.75. Until this final move, two lower courts had ordered rollbacks. Since the fare increase in May, ridership has been down 2.1% weekdays and 4% on weekends. 91.7% of trips use MetroCard, as tokens are no longer sold. 51% use the unlimited MetroCard. The one-day Fun Pass that went from \$4 to \$7 has seen a drop in sales, from 5.1% to 2.5%. There has also been a problem with the single ride paper MetroCards; they have a life of two hours and are easily damaged. The 2004 budget suggests no further increase will be needed at this time.

Crime was down 15% through May, but in June assaults and robberies were up 33%. On July 19, an F train lost a contact shoe and a fire started in downtown Brooklyn; riders got out before the third rail was shut off. All R46's are being inspected.

The annual Straphangers Campaign claims the L (with new equipment) is best overall train with reliability and good announcements. The #5 (despite new equipment) was rated worst, with frequent breakdowns. The J/Z was dirtiest; the #4 most crowded; and the #1/9 had the worst announcements. 23.3% of subway phones did not have a dial tone or allow a call to be completed.

It appears the subway extension to LaGuardia Airport favored by former Mayor Giuliani has been shelved. More favored projects are the Second Avenue Subway and #7 Line to the West Side.

Scooped seats on the R62 and 62a's are 16.8 inches wide, fine for some, but not more corpulent New Yorkers.

The MTA awarded a contract for 180 additional R142 type cars to Kawasaki.

They will be dubbed R142's and will be fabricated at Lincoln, NE, with final assembly at Yonkers.

On May 16, the last Westinghouse R36 was retired after nearly 39 years of service. As more R142's reach the #4, the R62's are going to the #3 run.

50 Redbirds went to reefs off Cape May, NJ. 600 more "deadbirds" will follow these, to be deposited in four other NJ sites. NJ says it pioneered such dumping in 1990, when five PATH K cars were reefed. But there had been concern about asbestos in the floor tiles and walls leaching into the water. Environmental studies minimize this concern; instead the hulks will become the bases for artificial reefs for sea life. So far, close to 1,000 deadbirds will be reefed; to date, they have been dumped off Delaware, South Carolina, Virginia, and Georgia, but NYS has resisted joining in. This whole program (including cleaning the hulks) will cost about \$16 million, about half it would cost to scrap them.

Service will be restored on the Manhattan Bridge. The B will take over from the Diamond Q on the Brighton Line; the D will replace the W on the West End Line; the N will become the Sea Beach Express; and the W rush-hour filler will run from Whitehall Street to Astoria.

Industry news

An Alstom audit showed irregularities in its U.S. rail unit that "significantly understated" its losses at Hornell, NY. There have been several investigations.

Bombardier received an order for 298 bi-level coaches from Deutsche Bahn, with option for 300 more. Its president, Paul Tellier, has agreed to meet with Amtrak to resolve problems with the Acela engines. It is also a part of Metronet rail consortium that is rebuilding the London subway and will provide trains, equipment, and maintenance services.

Frankfurt, Germany's subway is the latest to use cross border leasing. So far 150 European cities have leased equipment. Generally the investors are American, but there will be local control of operations.

There was a rail strike at the end of June in South Korea that shut down most freight trains.

On June 11, two regional trains collided head-on in Germany, with six riders killed.

The French Holocaust rail suit was reinstated in Manhattan Federal Appeals court (see May and June for background).

P&W U23B 2203 arrived at the Nauvau Railroad.

On June 12, CSX train Q117 derailed at East Worcester, Mass.

On June 22, BART began new service to San Francisco International Airport with a connection to CalTrans. The 8.7-mile

extension with four stations cost \$1.5 billion. Currently Atlanta, Baltimore/Washington, Chicago Midway and O'Hare, Cleveland, Minneapolis, Newark, Philadelphia, Portland, St. Louis, and Ronald Reagan Washington have direct rail service. But at the most, 15% of the air travelers use such, with some as low as 3%. Many feel they don't want to go to the city center to then go to the airport.

24 persons were indicted as part of a theft ring that broke into Conrail trains going from Croxton Yard to Jersey City and removed goods, mainly electronic equipment. The so-called "Conrail Boyz" were weeded out after a 2-year investigation.

In closing

Amtrak started its "quiet car", usually the first car after the locomotive, on week-day runs starting January 2001. There are often feelings of rage by non-cell phone users. However, some actually confess to like overhearing conversations. A web site, cellmanners.com, has been established. M-NR has been pressured to provide such service, but has resisted to date.

Thanks

Thanks this month to Marjorie Anders, Dan Brucker, George Chiasson, and Sam Zambuto.

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 E. 116th St., New York City, NY 10029; e-mail rlowe@rbscc.org).

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will begin a process of verifying the railroad employees' eligibility and expediting the claim adjudication process. The address for submitting claims is:

MetLife Railroad Operations Center
P. O. Box 6122
Utica, New York 13504-6122

MetLife's Outreach Program is the result of a federal lawsuit brought by the State of Kansas against MetLife Insurance Company, filed in February 2002. As a result of the decision rendered on or about October 9, 2002, MetLife agreed to initiate an Outreach Program to handle claims for railroad retiree survivors who were unaware of a \$2,000 death benefit covered under the Railroad Employees National Health and Welfare Plan.

From the **BLE Locomotive Engineer Newsletter**, December 2002; collection of **Bill Lloyd**, via **Gene Corsale**.

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Modeling Matters!

by Steve Wagner

This month's column has an extraordinary amount of news about Delaware & Hudson models, partly because of the summer announcements of new products for the fall and winter modeling season, and partly because of last month's special issue of the *Bulletin*. First, here's something to get us "in the mood".

D&H memories

C.F. Colville of Moses Lake, Washington wrote this letter, printed in the August issue of *Model Railroader*:

"Although the cover of the June issue proclaims 'WOW', it wasn't the Museum of Science and Industry layout that first caught my eye. I went straight to page 69 for 'Big Consolidations'.

"You don't know how many memories this story brought back. I was born in Carbondale, Pa., and grew up with the sights, sounds, and smells of the Delaware & Hudson. I don't remember much about the Consolidations other than that they were big, but compared to what? I remember the day in 1940 when Dad took Mom and me to the roundhouse to see the first D&H Challenger. That locomotive was BIG!

"Today I model a Western road, but occasionally run a 50-car train of hoppers that I imagine to be loaded with anthracite coal. On the point I have a Rivarossi Challenger painted as D&H class J #1500; the rear helper is (what else?) a Bachmann Consolidation representing an E6. In my mind, when this train leaves the yard it is headed north those 18 miles to conquer Ararat Summit (Mount Ararat)."

I'm sure a lot of us modelers - even those of us who never saw "real" D&H steam - would like to achieve something similar.

HO D&H steam?

Athearn announced June 20 that it would be producing Challenger locomotives in its Genesis line. They'll come complete with DCC and sound, and therefore, no doubt, have a hefty price as well, though not as high as those that brass locomotives fetch. (On July 17 Athearn anticipated a price "well under \$700"; on July 24 the Walthers site listed locos with "analog sound" at \$529.98, and with "digital sound" at \$599.98) The first are due next

spring, lettered not just for the Union Pacific, the first railroad to use the 4-6-6-4 wheel arrangement, but also for the Clinchfield and Denver & Rio Grande Western. Each model is supposed to be accurately detailed for the railroad it's painted for.

About ten days earlier member **Scott Taylor** from the Washington, DC area had e-mailed me that he is helping Athearn prepare to make a Delaware & Hudson version and that the firm needs good drawings, especially of the tender. The letter he wrote Carl P. Munck, Sr., in hopes of buying a copy of his book of HO drawings of D&H steam locos, was returned as undeliverable. Can anyone help? (Unfortunately, I can't. I could kick myself for not having bought that book of Munck's!)

This is certainly a worthwhile project. Aside from its lettering, the Rivarossi "Delaware & Hudson" Challenger differed from the black Union Pacific engine only in having a more conventional tender, which I think had been made for the Nickel Plate Road Berkshire and, unlike the welded D&H tender, had a lot of rivet detail.

Lionel HO Challenger

A few weeks after Athearn's announcement, Lionel stated that it was re-entering the HO market with a line steam locos, starting with Challengers in the same three road names Athearn plans for its first run, at a list price of nearly \$700 each. They're supposed to have metal boilers, frames and tenders. (Assuming that the motor is in the loco, I don't see any advantage to casting the tender in metal, which simply would add weight to the train instead of on the drivers.) Trains.com had the announcement July 14.

I hope Lionel's move doesn't wreck Athearn's plans, including the D&H engine.

HO D&H diesels

In mid-June walthers.com posted four new Delaware & Hudson locomotives as forthcoming from Life-Like. Order numbers 433-30260 and -30261 will be painted as D&H RS11's 5001 and 5002, respectively, in the Proto 1000 series. Proto 2000 GP38-2 models 433-30788 and -30789 will be decorated as D&H 7309 and 7312. All will wear the beloved blue, gray and yellow lightning stripe livery.

The RS11's are a new model; they're expected by January 31, 2004 and will list for \$85 each. They'll have factory-applied grab irons. (P1K locos have varied a great deal in their level of detail. An ad in the August *Model Railroader* shows the forthcoming RS2, and I don't see any grabs at all on it.) They'll also be painted for Burlington Northern, Norfolk & Western (black with "script" herald), Northern Pacific, Pennsylvania, Seaboard and South-

ern Pacific (gray and red). I don't know yet whether their short hoods will be high or low, though I suspect the former.

I wish Life-Like would choose a D&H road number other than 5001. Atlas has already produced that particular loco in both the lightning stripe and the blue dip schemes (the latter with a yellow nose).

A posting at modelrailroader.com July 2 says the second run of P2K GP38-2's is scheduled for release in December. The locos will list for \$130. Besides the D&H, the other new road names will include Boston & Maine (204 and 212), BN, Conrail, GM&O, Louisville & Nashville, Missouri Pacific and Union Pacific.

Characteristically, as of July 14 lifelikeproducts.com has not so much as mentioned any of these interesting models. That web site was supposed to be revised by July 28.

Reportedly Life-Like's production runs of its recent offerings have been substantially smaller than its earlier ones, which often flooded the market. A word to the wise, but I have to admit I'm holding off on ordering these myself in hopes of some excellent Delaware & Hudson RS3's from another highly regarded supplier.

D&H RS3's on the Web

Many additional color photos of the Delaware & Hudson's most characteristic Alco road switchers were posted at the society's site, bridge-line.org, during June. All wear either lightning stripes or the "Altschul blue dip" livery; none are in the original black with yellow stripes. **John A. Shaw** and **Neil C. Hunter** maintain the site for the BLHS.

Major domes!

On July 14, Walthers announced that it would be producing its new HO Budd dome car decorated for the Delaware & Hudson (932-16481, \$34.98 list, expected in December). Remember that Walthers passenger cars come ready to run, but with decals for several car names and/or numbers for each road name. (The D&H leased two of these cars from the Canadian Pacific for the *Adirondack*, naming them "Bluff Point" and "Willsboro Point". I'll use a Walthers car for one and plan to assemble an Athabasca Scale Models kit with brass parts for the other.)

On June 10 walthers.com had finally posted a picture of the dome car. It's clearly a Via Rail Canada "Skyline" series car of obvious Canadian Pacific ancestry. **Doug Lezette** pointed out to me that the outermost windows the side of the model shown in the picture are full height, and they shouldn't be, as a look at prototype photos - in Doug's book, for instance - could have shown those responsible for designing the product. A week or two later

he e-mailed me with the great news that Walthers had assured him that those windows would be corrected. The first run of the HO models, originally announced for last May, was expected by August 28.

HO D&H-type coaches, too

Also on June 14 Walthers announced a brand new car type: a Pullman-Standard 52-seat streamlined coach. The illustration on the flyer sent to dealers is a photo of a real Chesapeake & Ohio car with fluted stainless steel only below the window band; it's identical to those initially ordered by the C&O but actually delivered to the Denver & Rio Grande, which sold them to the Delaware & Hudson in 1967. The five cars ran in the *Laurentian* but were sold to a South American railroad before the *Adirondack* was launched. A curved passageway in the center of each coach produced a decidedly unusual window arrangement.

Unfortunately, the first run of these models doesn't include one in D&H paint and lettering. For those who can't wait, the undecorated model is #932-6760, \$34.98 list, expected in October.

The initial paint schemes include both C&O and D&RGW (four-stripe scheme), as well as Amtrak Phase I, CNW, GN Empire Builder, NYC (postwar two-tone gray), NP (two-tone green), PRR (late), Rock Island, Santa Fe, SP and UP.

HO heavyweight coaches coming

In mid-July Branchline Trains announced that its first proprietary passenger car kits, standard coaches based on New York Central cars very similar to Delaware & Hudson cars, should ship in November or December. That means the first road names, which logically should include the NYC but perhaps not the D&H. See branchline-trains.com for a photo of a model decorated for the New Haven.

I've been waiting for these, plus the 8-1-2 and 10-1-2 sleepers and the postwar welded Railway Express Agency express reefer kits from the same maker, since they were first announced in the fall of 2000. Judging from Branchline's own freight car kits, they ought to be well worth the wait.

Remember that Branchline products are available to dealers only through Hobby Stores Distributing of East Hartford, CT.

Modeling wooden coaches

Noted modeler and passenger service expert V.S. Roseman has an article in the June RailModel Journal on modeling vintage rolling stock, using MDC Roundhouse and Rivarossi cars as starting points. It's not as specific about modeling Delaware & Hudson cars as the pieces Jeff Martin had in this August publication a few years back, but Vic was able to include photos of real and model cars. All of Jeff's articles are

listed in my D&H modeling bibliography, available free in electronic form to those who e-mail swagner@law.harvard.edu and for one dollar to those who write me at Harvard Law School, Cambridge, MA 02138.

Atlas O D&H USRA boxcars

Technical drawings showing the lettering schemes for the next run of O scale USRA single-sheathed boxcars appeared at atlaso.com on or about June 22. The real cars were designed under the auspices of the United States Railroad Administration during or just after the first World War. The Delaware & Hudson had many of these cars, and now Atlas will be offering its model painted for the D&H.

The D&H cars will have a plain script "The D&H" at the upper left, the tiny "The Delaware & Hudson R.R." below the reporting marks and above the car number, and no herald at the upper right. The real cars would have worn this livery from the 1920's into the 1950's.

Walthers 151-6468 will be the three-rail version, listing at \$49.95; 151-7468 will be equipped for two-rail, MSRP \$52.95. They're due in November, in four road numbers each.

The other new paint schemes are Chesapeake & Ohio, Clinchfield and Michigan Central; new road numbers will be made in the Pennsylvania livery Atlas has already done.

All the technical drawings show wooden doors, but the announcement promises "wood or steel door as per the prototype". A photo of D&H 17239 in the "D&H Color Guide to Freight and Passenger Equipment" shows wooden doors; it's undated, but the car wears the circular Bridge Line herald that wasn't used until 1952. The book's photo of D&H 35465, a former USRA boxcar converted for hauling cement and then used to carry sand for the railroad itself, also shows wooden doors.

USRA boxcars in S

S Helper Service has produced 1/64 scale models of the same type of "outside braced" car, but as far as I can tell, the S scale model hasn't yet been offered with D&H lettering. An undecorated model is available: Walthers order #641-63, \$39.95. I don't know of any decals made specifically for this car, but suitable lettering can probably be found in C-D-S dry transfer sets.

HO U30C's

On July 1, Atlas announced a new HO locomotive: General Electric's U30C. Jim Odell and doubtless other Delaware & Hudson modelers have been hoping for this for years. However, the Atlas models will all represent Phase III locos, while, accord-

ing to a posting at atlasrr.com by Jason Cook, D&H 701-706 were Phase I (with carbodies like those of late U28C's) and 707-712 were Phase II. Another Atlas forum participant, however, indicated that the differences between Phase II and Phase III were minor. Perhaps one of our diesel experts can specify what a hobbyist can do to make a Phase III model look like a Phase II.

The Atlas locos will come in two undecorated versions (with and without nose headlight) and painted in two road numbers and one unnumbered unit for Burlington Northern, CSX, Louisville & Nashville, Milwaukee, Norfolk & Western, Rock Island, and Union Pacific. They'll have Adirondack floating bolster trucks with or without bearing caps according to prototype. Units without decoders will list for \$109.95 each, with decoder for \$139.95. The analog and digital units for each railroad except the N&W will have different road numbers. (Presumably the N&W had only a few U30C's.) Estimated delivery in November.

HO D&H caboose

Doug Lezette pointed out to me that the Southern bay window caboose kit from Wright Trak is great for representing Delaware & Hudson 35804, which the D&H bought from the Louisville & Nashville as a burned-out shell, rebuilt, and put into service in 1976. (Caboose expert Bob Chupka guesses that the L&N may have bought it from the same builder that made the Southern hacks.)

The kit is basically resin but with many etched brass parts from Plano, windows from American Model Builders, a full interior, and Tichy trucks. See the web site wrighttrak.com for photos and much more.

Gary Wright also makes, among other kits, ones for the long NYC/PC/CR bay window caboose.

D&H steel caboose info

Doug Lezette also relayed the following rundown of the Delaware & Hudson's steel caboose from Bob Chupka. I've added a few comments of my own, chiefly about possibilities for modeling them, mostly in HO.

The D&H bought its first steel hacks in 1959, making it one of the last major U.S. railroads to do so. They were the first group of International Car Co. extended vision cupola cabooses, 35710-19, initially used only on the Pennsylvania Division, possibly because of state law. (Ironically, Philip Jordan's "The Rutland in Color" indicates that that road's only two steel cabooses, evidently identical to the D&H's, were used only in New York State because of its legal requirements!)

In HO they could be modeled starting with the Atlas wide vision caboose (full scale length, unlike Athearn's, which replicates a rare group of Rock Island caboose built on old, shorter frames, or the old AHM caboose that's much like Athearn's) with changed windows and added ladders and roof walks (which should be available from Atlas). The same could be done in O scale starting with an Atlas O model.

The next steel cabooses were the road's first with bay windows instead of cupolas, 35720-27, bought new in 1968. They were initially painted yellow with blue lettering and apparently roamed the length of the main line from the start. The Athearn bay window caboose is similar in size and general outline, but it has riveted instead of welded sides and its windows are different.

In November 1974 two "Northeastern"-style caboose with portholes in their ends were acquired from the Lehigh Valley. LV 95105 and 95108 became D&H 35801 and 35802. Life-Like's Proto 2000 model is very good but lacks the portholes. The Eastern Car Works "flat" styrene kit has ends with portholes as well as others.

Also in or around 1974 the D&H bought the caboose that the Lake Champlain & Moriah had built from an ore car; it became the 35803.

The December 1976 *Trains* magazine gives the story of the ex-L&N caboose that became D&H 35804. As mentioned above, it was practically identical to the Southern one for which Wright Trak has a fine HO kit.

After the formation of Conrail early in 1976, the D&H acquired two types of ex-Erie, ex-EL bay windows caboose, 35805-35807 (C348-350) and 35808-35817 (C371-380), as well as the ex-Reading extended vision cupola cabooses, 35791-35800 (94110-94119) that are perfectly replicated by the Atlas and Atlas models.

D&H 35728 was an ex-Nickel Plate bay window car. Bob thinks it was NKP 403; it appeared on the D&H around April 1977.

Finally, in September 1977 D&H shopmen in Oneonta built a unique bay window transfer caboose, the 35729, on a boxcar underframe.

Nearly all these types have been produced in HO scale as beautiful - but naturally expensive - brass models.

HO D&H gon & containers

Walthers' massive July 14 new product announcement included 46 ft. USRA steel gondolas lettered for the Delaware & Hudson (paint scheme not specified), plus "bulk containers" with closed tops also marked D&H. The "D&H Color Guide" shows that the gon only approximates our favorite railroad's cars: D&H 15950-15969 built in 1942 to carry LCL cement canisters (p.

123) seem to have been a little longer but with eleven instead of twelve ribs per side and different ends. The short gons built in 1947, 13625-13699 (pp. 95-96), had only ten ribs per side, had different ends - of at least two types, I think - and didn't have a fishbelly center sill. The two 52 ft. 6 in. gons used for containers from the series Pullman-Standard built in 1951 (pp. 95-98) are best represented by Con-Cor's reworking of the old Revell gon. But the Walthers bulk containers appear to be right on the money.

A single D&H gon is order #932-7465 at \$13.98 list; a limited-run pair with different road numbers is 932-274675, at \$27.98. The D&H LCL bulk containers are 933-2112 - note the different prefix - at \$10.98 for three containers. (That's certainly not cheap, especially since fully loading a Con-Cor car will require a dozen containers, but they'll save me a lot of decaling.) They're all expected in August.

The other new liveries for the gons are CN, NYC, PRR (the last two being "old" schemes), P&LE, Reading and Wheeling & Lake Erie. The other new bulk containers are ACL, DL&W, N&W and Reading; the new open coke containers are EL, Milwaukee, Monon and N&W.

HO D&H hoppers

Athearn's six-pack of Delaware & Hudson offset twin hopper cars lettered in the 1956 scheme, which were originally expected late in May, reached Walthers July 18. They're Ready-To-Roll with metal wheels and cast plastic coal loads. Order #140-91184, \$79.98 list.

HO PRR N8

Bowser is preparing to offer an HO kit for the Pennsylvania's final type of "cabin car", making it unnecessary for Pennsy fans to cut Tyco streamlined caboose apart to center the cupola and rearrange the windows. Unlike earlier Bowser models this will have separate hand grabs and clear windows. The price will be significantly higher, too: \$29.95 list. Bowser plans to have the model ready next winter.

Does anyone know whether any N8's ever found their way to the Wilkes-Barre area, specifically the Pennsy's Buttonwood Yard or our favorite railroad's Hudson Yard?

Express reefer info

Railroad Prototype Cyclopedica 7 has a thorough article on express refrigerator cars, both wood and steel, illustrated by many clear photographs. Several showing Railroad Express Agency cars after the Second World War are in color.

The table of "Class BR & BS Express Refrigerator Cars, circa 1930-1960" accompanying the article lists one group of

Delaware & Hudson cars, 16611-16619, which were wood-sheathed cars with an outside length of only 37 ft. 1 in. They were converted from milk cars 16576-16594. The "built date" is given as 1907; but it's not clear whether that was when they were built as milk cars or when they were changed into express reefers. In any case, all nine were still officially rostered in January 1944 but none in January 1951. I think photos of these cars may have been published in the June 1987 *Mainline Modeler* as part of an article on D&H refrigerator cars by John Nehrich.

...and tanks

RPC 7 also has an article on 10,500-gallon propane tank cars, which are slightly older and smaller than the models made by Atlas in N and forthcoming in HO and O scales. It appears that Fuelane was indeed an affiliate of Jersey Standard (Esso), as I'd suspected from the looks of the Atlas model painted in its livery. Fuelane's headquarters was in Liberty, NY, a town served by the New York, Ontario & Western.

Mather Matters

A beautiful photo of the HO Proto 2000 Mather single sheathed boxcar due from Life-Like in July finally was published in the May or June *Model Railroading*. A smaller one appeared in the July *Railroad Model Craftsman*.

Also on June 12 walthers.com listed new road names for this model: Fort Dodge Des Moines and Southern, Muncie & Western and Tennessee Central. The first was one of the Iowa interurbans that survived as freight haulers long past the abandonment of most other electric lines. The second advertised the product of its largest shipper, Ball Jars, with a picture on the doors of its yellow boxcars. I'll want to build one of these "Timesaver" kits to replace an old Train Miniature model in the same livery. The TC, like the D&H, had no diesels except Alco's for many years. (And a D&H mixed train at Lake George shown in a color photo on a calendar a few years ago included a steel TC boxcar.)

Progress on HO CP 60 ft. boxcar

I called Bill McKean at LBF Company in Oregon June 18 to ask about the status of the promised HO model of Canadian Pacific's National Steel Car boxcars with two plug doors on each side. (At the West Springfield show early in February, he'd told me it should be ready by April.) He said work on the tooling for it had been delayed but had been resumed; the firm was now hoping to have it ready for the Rosemont, IL show in mid-September. He confirmed that it would be available as a kit as well as in a No Work Required version.

These cars are bright red with the full Canadian Pacific Railway name and a large black and white herald including both a beaver and a maple leaf. LBF made N scale models of them many months ago.

HO Dominions coming

Ben Hom forwarded a very informative and encouraging July 16 announcement from Don Valentine of New England Rail Service. Tooling for the body of the first version of his 36 ft. Fowler boxcars was well along and expected to be finished in another couple of weeks. Expert Canadian modelers including Stafford Swain had seen test shots and were very enthusiastic. The kit should be ready in October – some three months behind schedule, but very nice. The U.S. list price will be \$17.50.

The styrene parts NERS has made for converting Rivarossi 12-1 Pullmans to other types of cars and an Accurail wood boxcar to a door-and-a-half type are first class.

Support the Rutland's heritage

The Rutland Railroad Equipment Trust is preserving and restoring a 12 in. to the foot Rutland boxcar, as well as two flat-cars, at the Danbury Railroad Museum in Connecticut. The Remembering the Rutland web site, <http://users.rcn.com/jimdu4>, lists items being sold to support these efforts; several books, including the Rutland in Color book published by Morning Sun, four Westerfield HO boxcar kits, Rutland milk and passenger car decals in HO, S and 1 in. scales, and two lapel pins.

HO ballast car

Atlas announced an entirely new model July 17: a 70-ton Hart Selective Service ballast car. It looks like an offset hopper car with doors that open to the side; they can discharge the load to the sides of the rails, between them, or both. The real cars were made by ACF from 1940 to 1953.

The ready-to-run model will feature a die-cast metal chassis, side-dump doors that can be positioned open or closed, separate grab irons, coupler cut levers, air brake piping including train line, and a fully detailed interior. An undecorated car will list for \$14.95. Decorated cars, MSRP \$18.95, will come in six road numbers each for Great Northern, Louisville & Nashville, Northern Pacific, Santa Fe, Soo Line and Union Pacific. Delivery is estimated for November.

I'm quite sure the Delaware & Hudson never owned cars of this type. However, at least for the last dozen years or so ballast has been delivered to its lines and some in Vermont by comparable Canadian Pacific cars. I haven't found photos, as opposed to videos, of these cars. They may well differ somewhat from the ACF-built cars, since Canadian builders often have their

own designs. But I suspect the Atlas models will be at least as similar to the CP cars as the ones I'd planned on "bashing" from less detailed MDC Roundhouse kits.

Atlas redesigns Precision boxcars

Atlas delayed release of its ribbed-sided ACF Precision Design boxcars in HO and N scales after hearing some adverse reaction to the smooth-sided versions. Complaints posted on the firm's Internet Forum focused on the roof and the door tracks. The models are now due in November, at prices considerably above those announced in the February catalog. Undecorated cars will list for \$12.95 in N and \$17.95 in HO, decorated ones for \$16.95 and \$22.95 respectively. Let's hope the improvements are worth it.

Road names will be Chicago & North Western, Frisco, Illinois Terminal (perhaps the heaviest hauler of freight among electric interurban railways), Norfolk Southern (the original, rather short railroad), Penn Central and Rock Island, in two road numbers each. The PC cars will be green and the IT yellow with green lettering and bright red trucks; the others will be traditional shades of boxcar red or brown.

The real cars were built in the late 1960's and early 1970's. Photos of them were published in the September 2002 issue of RailModel Journal.

HO 36 ft. reefers

On July 2 Atlas announced its first HO production of the 36 ft. wooden refrigerator cars it has already offered in N and O scales. They're based on cars built by General American for Cudahy Packing in 1925. That sounds old for many modelers, but many cars of this old-time length lasted into the 1960's, reportedly because of the spacing of the trackside doors of meat companies, including some along the New York Central's West Side freight line in Manhattan. Lining up the doors allowed hooks, on which sides of beef were hung, to slide along overhead rails in the car and in the meat company's building, minimizing the amount of heavy lifting needed.

The cars will feature separately applied grab irons, ladders, stirrup steps and door hardware, hatches and truss rods per the particular model's prototype, and doors and hatches that actually open, plus the superb painting and lettering that Atlas consistently delivers. (The only mass produced HO models of these cars are from MDC's Roundhouse line, plus the same ones painted by Branchline Trains; they don't match any of the points just mentioned.)

All but one of the paint schemes for the first run are for meat packers. The exception is Eagle Beer (from New Orleans) with a beautiful bird painted in 1934, after the Repeal of Prohibition but before the out-

lawing of billboard advertising on reefers. The others are Cudahy (each with 1925 lettering for a different product), Decker, Hormel and Selecto (all from the early 1930's), and Swift's bright red with white fascia and lettering adopted around 1950 and used into the 1960's. The Swift cars will come in four road numbers, the others in two. Delivery is estimated for November; no MSRP has yet been set.

New HO sleeping cars

Another new passenger car type announced by Walthers July 14 is a Pullman-Standard 10 (roomette) - 5 (double bedroom) sleeper. Initial liveries will be Amtrak Phase I, C&O, C&NW, D&RGW (four-stripe), GN Empire Builder, NYC, NP (two-tone green), PRR (late), Rock Island, Santa Fe (dark gray), SP, UP and undecorated. Expected in October, \$34.98 list. New paint schemes for the 4-4-2 sleeper are CN (era unspecified), IC, PRR ("Fleet of Modernism") and Pullman pool service (two-tone gray, but with the window part darker, opposite to the NYC's postwar livery). Also \$34.98, due in September.

And the 6-6-4, based on Illinois Central cars built in 1942, will be painted for the Erie – like the car member **John Bartley** rode to the Chicago Railroad Fair, as recounted in the July issue – IC, MP and Pullman pool service. Same list price, expected in November.

Judging from the dealers' flyer, Walthers appears to have gotten the IC's deep chocolate brown and vivid orange right. I saw a sleeper in this classic livery at Banff, Alberta, in 1964 and have also seen a photo of one on the PRR in Philadelphia.

No sweet Chariot

Unfortunately, the car name decals supplied with the Walthers 4-4-2 sleeper don't include Imperial Chariot, which I'd wanted to use. Since the white decals on off-white backing paper are very hard to read, I'll list the choices offered. The Imperial series names are Chamber, Fleet, Jewel, Manor, State and Valley. The Bridge offerings are Bay, Bear Mountain, George Washington and High. I'll go for Bear Mountain Bridge, since, as Gary Schermerhorn's photos attest, two ex-New York Central main lines pass under it.

Note that although the Central could turn whole trains on a loop track at Grand Central, in the glory days of passenger service it made sure that modern "room"-type sleepers were NOT turned, so that riders' accommodations would always face the scenic Hudson River while the corridor side faced inland. Can anyone specify whether this practice also applied to the *Montreal Limited*?

Other Walthers passenger cars

Also announced July 14 were HO Budd dome cars painted for the Illinois Central and in VIA Rail Canada's "modern" scheme. They're due in December at \$39.98. The IC's attempt to use domes was not a success: the Mississippi heat put far too much of a strain on their air conditioning, and the railroad ended up painting over the clear glass on top. The Pennsylvania's home-built R50B steel express reefers are scheduled for September in three new paint schemes: 1939, 1943-44 Tuscan red, 1954 Tuscan red with no Railway Express Agency logo. List \$24.98 for a single car, \$49.98 for a two-pack.

Improved HO Freightliners

Athearn's e-mail newsletter has pointed out that the firm's Ready-To-Roll Freightliner truck "tractors" are considerably improved over the ones it has been making in kit form for many years. New features are an interior, flush fitting windows, windshield wipers and mud flaps.

Sending an e-mail message to Athearn-News-On@Lists.Athearn.com will add your name to Athearn's e-mail list.

HO single-track truss bridge

Perhaps the most useful of the several new Cornerstone Series kits announced by Walthers July 14 is a steel truss bridge sized to support a single track. List price \$24.98, due in September.

Walthers HO building kits

An HO Cornerstone kit for an ultra-modern (no older than the 1940's, perhaps) water tower was due in August, at \$17.98. I remember my surprise when I first saw such tanks next to industrial plants beside the PRR in New Jersey and along the New York Thruway in the late 1950's or early 1960's.

The Bralick Building, another Cornerstone kit, represents a four story industrial structure stripped of its rooftop tank and recycled for residential or commercial use. It was also expected in August, MSRP \$39.98. Such a structure isn't very likely to use railroad freight service, of course.

Expected in October is a kit in the same series for Jim's Repair Shop, a small one story wooden building, listing at \$19.98.

Also scheduled to reach the market in October is a snap-together Gold Ribbon kit for the Worthington Hotel, a classic two story brick commercial corner building with fancy cornices and storefront detail; list price \$59.98. A trolley car would look great running in front of it. Too bad it's so pricey.

Tomasso's Market is a Cornerstone kit for a three-story brick background building with a storefront; it's only 2 1/2 in. deep. Due in December at \$21.98.

N scale Cornerstone kits

Walthers will offer an N scale version of its classic American Hardware Supply, a four-story concrete and brick industrial building with a rooftop water tank, in September at \$44.98. The previously mentioned Bralick Building will appear in 1/160 scale in November. December should bring the Co-Op Storage Shed, a one story wooden structure with doors at the right height for freight cars. It would look great as part of a creamery; it'll list for \$17.98.

HO built-up buildings

Walthers should have a new Golden Valley Freight House, styled to match the very railroady-looking passenger depot already offered, to dealers in September. It'll come in three paint schemes and list for \$29.98. Incidentally, Walthers is apparently considering re-issuing some of its earlier built-up structures in unpainted kit form. Hot dog!

Due in November is the Route 66 Motel, featuring a sign with "colorful dancing lights". The maker's choice of name leaves out all of us who don't model places along the famous highway between Chicago and Los Angeles. It'll include an office unit and just two matching cabins for \$79.98 list; an extra cabin will be \$19.98. The cabins have roofs extending over "carports"; I don't recall seeing the like at motels or "courts" in the Northeast.

O built-ups

A similar motel, but with just one cabin, is due in October at \$89.98; an extra cabin will list for \$24.98. Dave's Super Service, representing a typical 1950's gas station, should arrive in August at \$49.98.

More Superior

Early in June athearn.com had drawings of the HO Ready-To-Roll 50 ft. boxcars with Superior plug doors expected soon. The Chicago & NorthWestern car has a very interesting paint job: it replicates a black, obviously ex-Norfolk & Western car on which the C&NW simply added a billboard "C" to the big "NW" initials!

More N TrainMasters

Atlas is producing its N scale Fairbanks-Morse giant in several new liveries, including two for the only TrainMaster the Canadian National ever had. Other new paint schemes include the Erie-Lackawanna's original black and yellow one, the Reading's yellow and green from the 1960's or later and the Southern Pacific's gray with scarlet "bloody nose". The Reading livery will be offered on both a Phase 1B and a Phase 2 body. Models with DCC decoders will list for \$134.95,

those without for \$99.95. They're expected in November.

More N FGE-style boxcars

On June 13 Atlas announced four new paint schemes for its 50 ft. insulated boxcar with the double vertical rows of rivets characteristic of cars built by Fruit Growers Express, plus new road numbers for many other liveries. The new paint schemes are Clinchfield (yellow with black lettering), New York & Greenwood Lake (cream with black), Norfolk Southern (the contemporary behemoth: boxcar red with white) and Norfolk & Western (dark blue with white "hamburger" herald and lettering).

The new numbers are for Burlington Northern (green), Chicago & NorthWestern (yellow), Chesapeake & Ohio (yellow with FGE stripes), Chessie System (WM, yellow with dark blue), Conrail (boxcar red), CSX (blue with yellow lettering), Denver & Rio Grande Western (orange), Erie Lackawanna (medium blue), Fruit Growers Express (beige), Norfolk & Western (black), Pennsylvania (yellow with FGE stripes), Penn Central (green), Providence & Worcester ("red"), Rock Island (blue with white & black Rock graphics), Seaboard Coast Line (FGE "Solid Gold") and Union Pacific (yellow). The EL cars were assigned, at least for a while, to serve a breakfast foods producer in central New York.

Undecorated cars will list for \$8.50, decorated ones for \$9.95. They're estimated to arrive in November.

Walthers has made kits for this style of car in HO scale, but the blue of their EL model didn't match the color of the real cars as well as a Details West model that had only single rows of rivets. I figured that from any reasonable viewing distance the color difference would be far more obvious than the missing rivets.

More Atlas N scale reefers

On June 16 Atlas announced three limited run wood refrigerator cars: two with billboard lettering for Phenix Cheese and one (white with red and blue graphics) for Atlas Beer. Each will list for \$16.95; they're due this fall. Atlas O had already announced cars in these paint schemes.

Atlas O rebuilt hoppers

On or about June 20 Atlas O announced a new freight car type: 50-ton War Emergency hopper cars rebuilt with steel sides and slope sheets. (Nearly all the railroads that helped the government conserve steel during World War II by building or buying hoppers with wooden parts replaced the wood with sheet steel quite promptly.) The cars will be offered undecorated and painted red for the Santa Fe and black for the B&O, C&O, Southern and Wabash, with four road numbers per road name. Three-

rail cars will list for \$49.95, two-rail for \$52.95. Delivery is estimated for November.

More HO fire engines

Also expected in pre-assembled form from Athearn in August were fire trucks lettered for the Boston, Chicago, Detroit, San Francisco and Washington, DC fire departments. A "Volunteer Fire Company" pumper from the first run finally reached me in mid-July. The detailing is superb. A thorough review in the June **Model Railroad News** stated that the Athearn model best represents a vehicle built in 1986 or later but that it can be backdated to the 1960's quite easily.

More HO 53 ft. containers

Athearn expected Ready-To-Roll 53 ft. Jindo containers in August. They were due singly and in five-packs painted for Alaska Marine, Crowley, CSX, NACS and Pacer Stacktrain.

More Walthers HO freight cars

Probably just by coincidence, Walthers expects new 53 ft. single-unit well cars in five TTX road numbers (two singles and a three-pack) in August.

A new car type due in September is Evans 100-ton 55 ft. cushion coil cars. These sheet steel carriers will have either angular or rounded hoods, according to their road names; I wish the listing indicated which would have which kind. Those will be BNSF, Conrail, CSX, EJ&E, GTW, Indiana Harbor Belt, UP, Santa Fe and undecorated. They'll list for 19.98 singly and \$39.98 for limited run two-packs.

October should see two-bay Airslide covered hoppers decorated for Amaizo, Clinton Corn Processing, Golden West Service, IC (gray), Santa Fe and Soo/GATX. \$14.98 each, \$29.98 for two-packs. I loved the Walthers kits for this type of car and object to paying extra for a preassembled version.

Also due in October are Union Pacific CA-1 wood cabooses in two new liveries: "modern yellow scheme" at \$24.98 and \$49.98 for a pair, and "safety white" as a single car only.

Expected in November are 65 ft. mill gondolas in new paint jobs with ends appropriate for each prototype: BN (plain), CN, C&NW, EJ&E, MKT and Wisconsin Central. \$15.98 for one, \$31.98 for a pair.

The three-window wood caboose modeled on a Grand Trunk Western prototype is due back in December in half a dozen new liveries: Canadian National, Central Vermont, Chicago North Shore & Milwaukee, Frisco, Katy and Rock Island, at \$19.98 each, \$39.98 for a two-pack.

New big HO hopper

All-new from Walthers in November will be Trinity RD4 coal hoppers, huge cars built in the 1990's with five rapid discharge outlets each. An undecorated car will list for \$16.98. Six-packs will be decorated for BNSF, C&NW, IESX (Alliant Energy), JHMX (Alabama Power Company), listing at \$79.98. I doubt that any of these run in the Northeast.

Meanwhile, Athearn is about to offer Johnstown Bethgons in fifteen road numbers each for BN, BNSF and CSX, at \$99.98 per five-pack. Similar cars have already been marketed by LBF and Walthers. That leads to the question of how closely – if at all – the Bethgons resemble the Norfolk Southern's "Top Gons", one of the most common car types in the unit trains that serve the Bow, NH, power station. Given the NS's close working relationship with our favorite railroad, I suspect they often run over the D&H as well.

Prototype kit-bashed locomotives

Athearn has announced HO CF7 locos, presumably based on the former Rail Power Products bodies. The Santa Fe made these strange-looking road switchers from old F7 cab units at its Cleburne shops in Texas. Some ended up working for Amtrak or short lines. Unfortunately, I think they were uglier than almost every locomotive they replaced. The powered models are due in October or November at \$79.98. Athearn will be decorating two each in Santa Fe pinstripes, Santa Fe war bonnet (blue and yellow) with rounded cab roof and war bonnet with angular cab roof, plus one for Los Angeles Junction.

[I believe more than one CF7, or at least the first one, possibly the 1100, was not built on F7-unit's bones. I remember seeing it at Cleburne years ago; it looked like a Baldwin switcher had been used as the base....JB]

More Athearn mechanical reefers

Expected in September are Ready-To-Roll HO models of 50 ft. mechanical refrigerator cars painted in two numbers each for Canadian National (silver), New York Central (yellow and black), Burlington, BN/BNFE, Pacific Fruit Express and Santa Fe, listing at \$12.98. The first CN and NYC numbers will be reruns.

More Athearn cabooses

Also listed for September is the firm's standard HO caboose (based on a Santa Fe prototype) in three new paint schemes: red, with white cupola and with yellow cupola.

And bay window caboose (modeled on a Southern Pacific type) decorated for SP trailer on flatcar service, Southern, and CSX Operation Lifesaver (a rerun). Finally, wide vision cabooses (based on a Rock

Island class that was shorter in length than any others of this kind, most readily apparent from the closeness of the side windows to the ends), painted Chessie red, Chessie yellow and Frisco blue.

All the cabooses will list for \$14.98.

Latest Highball decals

The Finger Lakes Railway is a contemporary short line whose locos wear a variant of New York Central's black, gray and white lightning stripe paint scheme. On July 7 Highball Decals announced an HO decal that will letter one red 50 ft. double door boxcar and one yellow single door car, both restenciled ex-Milwaukee. F-215, \$6.

Highball's latest locomotive decal is for an F-40PH-2 in VIA's mostly light gray "Canada" livery: L-174, \$6.

Latest Kadee boxcars

As it does every month, Kadee announced and released three more HO PS-1 boxcars in July. One features a paint scheme the firm apparently hasn't done before: a dark boxcar red 50 ft. double door Western Pacific car built in 1955 with black and white herald and reporting marks but no road name, apparently with black ends and roof, listing at \$29.45.

The other two wear liveries Kadee has done before, but with new road numbers. A 40 ft. dark boxcar red Akron Canton & Youngstown built in 1951 has 6 ft. Youngstown doors and a circular herald, \$27.95. A 40 ft. oxide red Chicago & North Western car built in 1958 has 8 ft. Youngstown doors and a black and white herald, \$28.95.

All three of the cars produced in June are new road numbers for schemes done before. The 50 ft. car is a striking Central of Georgia built in 1956, all black except for a huge silver "football" and a small yellow and black herald, list price \$31.95. The two 40 ft. cars are an oxide red Lehigh New England with no road name and a small "fried egg" herald, \$28.95, and a dark boxcar red Buffalo Creek with black ends, galvanized roof and the famous flour bag herald, \$29.95.

Not so incidentally, Kadee is rumored to be working on an entirely different type of freight car.

PC and P&LE decals

Microscale's latest offerings include Penn Central and Pittsburgh & Lake Erie decals in two scales.

"Penn Central boxcars with PC style reporting marks" is Walthers order #460-601096 in N scale (\$4.50), 460-871096 in HO (\$5.50). "Penn Central boxcar exoterica" includes PC heralds with one letter red and one white, plus some with the red faded, P&E, PCA and TOC reporting

marks and Peoria & Eastern road names; it's 460-601098 in N (\$4.50) and 460-871098 in HO (\$5.50).

"Pittsburgh & Lake Erie hood diesels 1971-1992" has big yellow P&LE initials, yellow and white numbers, and small yellow and black heralds. N scale 460-601227, \$3.50; HO 460-871227, \$5.50. This set could be used in modeling units that ran over the D&H.

New HO RTR locos

Three Ready-To-Roll GP38-2's are due from Athearn in July: Conrail (Spirit of Conrail: 25 Years of Service), CSX (YN3, also known as "dark future") and EMD Lease. They'll list for \$69.98. Due at the same time and MSRP are three sets of F7's with a powered A and dummy B, equipped with "glazed" windshields and portholes: Burlington Northern, GO Transit (metropolitan Toronto) and Denver & Rio Grande Western.

New HO RTR trucks

Also expected by August 1 are sets consisting of a Freightliner "tractor" and two 28 ft. trailers: CME, GI Trucking, Graves Trucking, Lee Way, Motor Cargo and Transcon, list \$19.98.

Finally, at the same time and price, Ford "C" "tractors" with beverage trailers: ABC Famous Fine Flavor Extra Pale Dry, Beverwyck, Black Horse Ale, Dawson Lager, Holihan's Pilsner, and Silver State Lager. Maybe I'm too fond of Genesee Cream Ale, Michelob and Rolling Rock – not to mention Clausthaler and Coors Cutter non-alcoholic brews – but I don't think I've ever heard of even ONE of these presumably malt-based beverages. Am I just lacking in sophistication?

Ribs delayed

The HO models of 50 ft. ACF Precision Design boxcars with ribbed sides that were shown in the catalog distributed by Atlas in February and posted on walthers.com as due in July have been delayed. Atlas is considering improving the roof, which drew complaints when it was used on the smooth-side version of the car.

More Highball decals

Jim Abbott has issued two more former SGS decals for Canadian rolling stock. F-211 letters at least two HO Canadian Pacific maintenance of way vans; a maroon CP Rail car and a newer white one with red lettering; \$6. PN-115 is for a single N scale CP Rail RDC with the red "hockey mask" design on the ends; \$4.

F-207, \$6, provides a great deal of HO lettering for various Central Vermont maintenance equipment, ranging from cabooses, cranes, dump cars, Jordan spreaders, expassenger cars, tank cars to trucks, includ-

ing "yard donkeys". These all have the CV "squiggle" adopted in the 1960's. The web site, mgdecals.com, has over two dozen photos of CV work cars and trucks, nearly all taken in the 1980's.

Plain Jane tanks in HO and N

On May 30 Atlas announced new runs of its ACF 23,500 gallon tank cars in both HO and N scales. The new paint schemes will all be black "plain Janes", mostly repainted in the 1990's, with white reporting marks and data but no heralds or large company names: ACFX Diamond Shamrock, ACFX Union Camp, CERX E.R. Carpenter Co., CPAX CITGO Petroleum and PLMX Mobil. New road numbers will be offered for ACFX GAF Corporation (gray with red herald), ACFX Amoco (white with black lettering), ACFX Reilly Industries (white with blue emblem and lettering) and ACFX Union Carbide (blue with white lettering). There will be two numbers for each paint scheme.

Undecorated HO cars will list for \$18.95, decorated ones for \$19.95. MSRP's for N scale cars will be \$11.95 undecorated and \$14.95 decorated. All the N scale cars will come with Accumate knuckle couplers. Estimated delivery in October.

Other new N fishbellies

The other fishbelly twin ribbed hoppers in new paint schemes due from Atlas in September (besides the Delaware & Hudsons with the tiny road name) are Akron Canton & Youngstown, Atlantic Coast Line (black with white dashes near the bottom of the sides), Norfolk Southern (brown with white and yellow "pinwheel" herald), Central R.R. of New Jersey (with initials), Reading (speed lettering and red "America's Largest Anthracite Carrier" panel) and Western Maryland (speed lettering and "Serving the World Port of Baltimore"). The ACL and NS cars will have peaked ends.

New road numbers will be offered in "old" paint schemes: ACL (Coast Line lettering), B&O (big initials), CNJ (Statue of Liberty), Lehigh Valley, Norfolk & Western, NS (the old railroad, gray with black and red initials), Reading (Roman road name and red panel), WM (speed lettering) and WM (Fast Freight herald).

Each will list for \$13.95. Undecorated versions of both the peaked-end and the flat-end car will list for \$12.95.

New Atlas O tanks

ACF 11,000 gallon tank cars like those already made by Atlas in N scale and forthcoming shortly in HO were posted at atlaso.com May 27. Paint schemes will be Gulf Oil (silver, white, orange), Hooker (orange and black), Pyrofax (black), Ship-

pers Car Line (black), Union Tank Car (black with yellow lettering) and Warren Petroleum (silver with green "dome" and black lettering). Undecorated models will be sold with and without platforms. The prototypes were built in the late 1940's and 1950's.

Cars equipped for use on three-rail track will list for \$59.95, two-rail \$64.95. They're expected in October.

Articulated auto racks in N

On June 2 Atlas announced N scale models of the articulated auto carriers built by Thrall in 1997, the same cars already made by Atlas O. This is the type of car I've seen at Ayer, MA. No news yet of an HO equivalent.

Road names will be Norfolk Southern, TTX and Union Pacific, with four road numbers each. Undecorated models will list for \$29.95, decorated at \$39.95. Rob Pisani of Atlas wrote on the firm's N scale forum that the models will go around curves of 9-3/4 in. radius, though the overhang is ugly.

N scalers are hoping that Athearn will soon announce 1/160 scale models of the more recent – and even bigger – Auto Max cars it has done in HO.

More Baldwins in N

Atlas announced a new run of VO-1000 switchers May 7. Units with curved step guards will come in one new road name, Pennsylvania, plus new road numbers for Lehigh Valley, Santa Fe, and Southern Pacific. Locomotives without step guards will be made in one new livery, Western Pacific, and in new road numbers for Burlington, Great Northern, Milwaukee, New York Central and Santa Fe. With DCC decoders they'll list for \$139.95 each, without decoders for \$104.95. They're all expected in September.

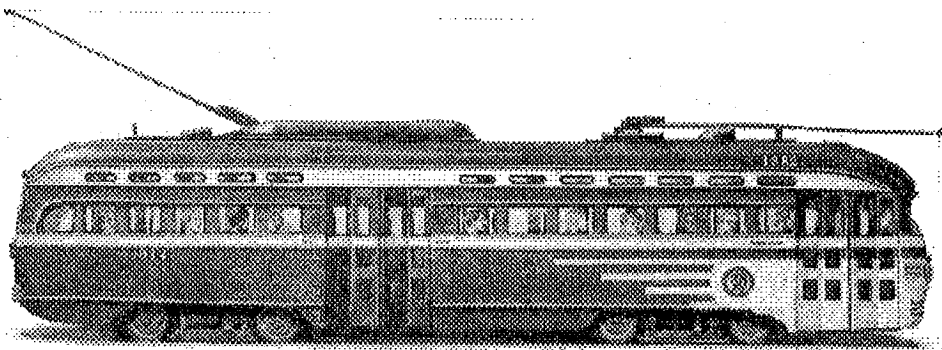
Classic SD9's in N

On May 30 Atlas announced a new run of improved SD9 road switchers, due in November. They'll all have high short hoods, scale speed motors, low friction drives, dual brass flywheels, blackened metal wheels, directional lighting and body mounted Accumate couplers. In addition to undecorated units with and without dynamic brakes, one loco will be painted for Burlington Northern Santa Fe (orange and green) and two each for Chessie System/B&O, Great Northern (Big Sky Blue, gray and white), Norfolk Southern, and Southern Pacific (gray and scarlet). List price range \$89.95-\$94.95.

Wooden hacks

The latest HO kit offerings from Sparrow's Point Division of Bethlehem Car

continued on page 38



Traction Action

by Dick Silber

Top 10 largest rail fleets

MTA New York City Transit	6,348
Amtrak	2,188
Chicago Transit Authority	1,218
Mass. Bay Transportation Authority	1,054
New Jersey Transit	1,037
MTA Long Island Railroad	976
MTA Metro-North Railroad	944
Metra Commuter Rail	910
Washington Metro. Area Trans. Auth.	892
S.E. Penna. Transportation Auth. . . .	869

Railcar fleet mix...In 2003, rail properties operated 13,779 (67%) heavy railcars, 4,041 (20%) commuter cars, 1,535 (7%) LRV's, 1,124 (5%) locomotives and 171 (1%) vehicles in the "other" category.

Chicago Transit selects Maximum management tools...The Chicago Transit Authority (CTA), per a \$5.5 million contract, selected Maximus transportation management tools to manage operations and maintenance activities for CTA's fleet and rail assets.

Vollmer designs \$80 million N.Y. project...Construction is underway in Queens, N.Y., for the final phase of the rehabilitation of a two-station subway complex, designed by Vollmer Associates. The \$80 million project, which also includes construction of a new New York City Department of Transportation/Triboro Bus Intermodal Facility, is scheduled for completion by 2006.

US&S receives \$5.5 million signal contract...Union Switch & Signal Inc. was awarded a \$5.5 million contract to design, supply, install and test a new relay-based signal system for New York City Transit's Corona Yard. The contract, slated for completion in 2005, includes the provision of relay-based interlocking equipment and code system push buttons.

Urbitrans Group consults for N.Y. rail project...The Urbitrans Group was awarded a \$2.7 million, two-year contract to provide consulting services for parking expansion, development, station access studies, new

stations and long-term development for New York's MTA Metro-North Railroad. With an optional renewal, the contract's total value is \$5 million.

Bombardier receives \$71 million French rail order...Bombardier Transportation received an additional order for 14 high-capacity trains from French National Railways valued at about \$49 million. Delivery of the three-car trains is scheduled for 2006 to 2007.

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! from page 37

Works are for "Northeastern" type cabooses with wooden instead of steel siding, as used by the Reading and by the Lehigh & Hudson River (the latter also available with "plywood" sides). They're to be used with Life-Like's Proto 2000 Northeastern caboose. An ad in the June Railroad Model Craftsman gives photos and details.

American Model Builders is producing a standard Norfolk & Western wood caboose with slightly offset cupola. This is the first caboose Laser-Kit in which all parts are laser-cut wood. Most if not all of the others, including a new Great Northern wood caboose, have used Athearn plastic underbodies.

Other new Kadee boxcars

Besides the new D&H boxcar, Kadee's offerings in May are a 40 ft. oxide red Milwaukee Road car as built in 1955 with black ends and roof and "Route of the Hiawathas", listing at \$28.95, and a 50 ft. dark boxcar red Missouri Pacific with one

9 ft. Pullman-Standard door per side, MSRP \$27.95. Both are paint schemes Kadee did earlier with different car numbers.

Let there be lighthouse

Precision Lasercraft (the maker of the Saratoga Springs coal yard kits) is selling an HO craftsman diorama kit for the Cape Neddick Light Station, including a cast foam base representing the rock on which the real buildings stand in York, Maine. I've seen the picturesque scene many times. \$159.95 plus \$7 shipping, from 32 Beekman Drive, Agawam, MA 01001.

CASCO and Moosehead decals

Jim Abbott's Highball Decals posted four new sets of decals at mgdecals.com May 25.

Three are for Canada Starch (CASCO) corn syrup tank cars that closely resemble the Walthers HO 16,000 gallon model. F-212 letters two HO cars with CCLX reporting marks, \$6; FO-212 does one O scale car in the same livery, \$10. F-213 (\$12) is for two HO cars with PROX reporting marks and PROCOR name as well as the CASCO herald.

F-214 (\$6) letters three Belfast & Moosehead Lake SIECO "50 ft." pulpwood cars identical to the Walthers HO model. The B&ML leased ten new cars of this type in 1974. Their color was like the Great Northern's Big Sky Blue. Unfortunately, the Maine short line, mostly known for hauling chicken feed, kept the cars for only a couple of years. Also unfortunately, the undecorated version of the model car, #932-5780, was out of stock at Walthers May 29, though more were expected.

Atlas fixes a problem

Atlas Model Railroad Company announced May 29 that some of the HO GP38 and GP40 locos in the most recent run have experienced problems with their gear cases. GP38's in this batch came undecorated and decorated for Bangor & Aroostook, Southern (high nose), CP Rail, Chessie and Pittsburgh & Lake Erie. The GP40's were undecorated and painted for Chicago & NorthWestern, Denver & Rio Grande Western, Milwaukee, and Norfolk Southern (high nose).

To obtain the replacement gear cases free of charge, modelers should send the original of an end flap of the box(es) of their loco(s), or a copy of it, to Atlas, 378 Florence Ave., Hillside, NJ 07205.

And ore

Walthers reported the first of Stewart's new HO Pennsylvania G39 ore cars (undecorated, data only, PRR) in stock May 29.

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

Amtrak Isn't Going Anywhere

by George Will

WASHINGTON – David Gunn, 65 and a glutton for punishment, left retirement to run Amtrak. His office is in magnificently restored Union Station, a relic of something Gunn knows is gone forever – the era of glamorous railroading. He explains his challenge by taking a visitor on a walk back to the 1930's.

He walks to the end of Union Station's passenger platform, looking north up the Washington-New York City-Boston corridor.

Almost everything that strikes the eye, Gunn says, from the transformers to the poles holding overhead electric power wires, was here in the 1930's, if not 1910. The foundations of more than 9,800 poles in the corridor are, Gunn says, "in trouble".

Deferred maintenance cannot forever be deferred for this railroad that two years ago mortgaged part of Penn Station in Manhattan to meet \$300 million in expenses. Gunn's predecessor then said he was "absolutely confident" that Amtrak would reach "operational self-sufficiency by the congressionally-mandated deadline in 2003".

"Fanciful" is Gunn's dismissal of the idea that Amtrak can end its deficit. Fanciful, too, is the idea that the government will quit subsidizing Amtrak operations in the Northeast Corridor. Without subsidies, those operations would end for 1.1 million passengers a month, who would be put into the corridor's already congested highways and air space.

Furthermore, it is fanciful to think Congress will subsidize the Northeast Corridor without legislative logrolling to guarantee continuing subsidies of long-distance trains (routes of at least 500 miles) beyond the corridor, where five-sixths of Americans live. Trains like the *Sunset Limited*, which is not always crowded on its runs from Orlando to Los Angeles via New Orleans. Or the *Texas Eagle*, which, according to the *Wall Street Journal*, lost \$38.4 million in 2001 (\$1.70 for every \$1 of revenue) on its 33-hour runs – meanderings actually; it averages 39 miles an hour between Chicago and San Antonio.

Amtrak accounts for only three-tenths of one percent of intercity travel. Do at least Amtrak's Northeast Corridor operations make money? There are two answers: Don't be daft. And: Yes, if you disregard sufficient expenses. The same is true of the 12 daily trains that carry 200,000 passengers a month – up 25 percent over last year – in the San Diego-Los Angeles-Santa Barbara corridor. But by performing valuable services in congest-

ed regions, these services may help force the government to quit pretending that self-sufficiency is just over the horizon, and to decide what kind of intercity rail service it wants to pay for.

Gunn's goals are minimal: "stability" of the physical condition of plants and equipment and of the operating deficit. His candor is unprecedented: He says that for the next five years Amtrak will need subsidies declining only from \$1.8 billion to \$1.5 billion a year. That includes \$4.5 billion of capital spending and, more depressing, \$3.5 billion of operating subsidies.

"The marketplace", he says, "has been completely distorted by government investment." Government provides billions of dollars for traffic control and runways for airlines, highways for cars and trucks and buses. Manhattan, the nation's priciest real estate, is covered with streets that drivers do not pay the full cost of.

Perhaps Amtrak, or at least its Northeast Corridor operations, could be made into a private train-operating company, with federal and state governments responsible for infrastructure, as they are for airports and highways. Certainly Amtrak's financial distress should produce labor concessions, in pay and work rules, similar to those that bankruptcy proceedings have wrung from airline unions.

But Gunn, who has experience with five metropolitan transit systems (in Toronto, Boston, New York City, Philadelphia and Washington) knows that America is big and mostly thinly populated, and that rail passenger service makes sense for short runs in densely populated areas. Nowhere in America are there the conditions that make Japan's high-speed trains profitable: dense population, negligible air service and very high gas prices to discourage driving. In 2000, Americans took 665 million plane trips and 22.5 million Amtrak trips.

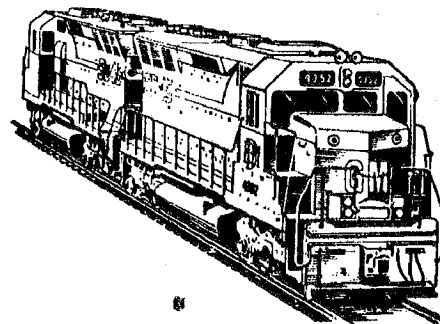
Geography sets strict parameters of passenger rail productivity. An airliner, Gunn notes, can make two Chicago-to-Los Angeles round trips in a day; a train takes 45 hours to go one way. Thirty-two years and more than \$40 billion in subsidies (in today's dollars) after Amtrak was cobbled together from the remnants of various passenger rail systems, a nationwide poll shows 71 percent public support for subsidizing Amtrak at current or increased levels. Support for Amtrak is strong among all regions, ages, education levels and income groups.

Amtrak – long-distance trains, legislative logrolling and all – should be counted

as a cost of democracy. It is here to stay, like true love, only more so.

George Will is a nationally syndicated columnist; reprinted from the *Albany Times Union*.

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In Helper Service (our additional volunteers)

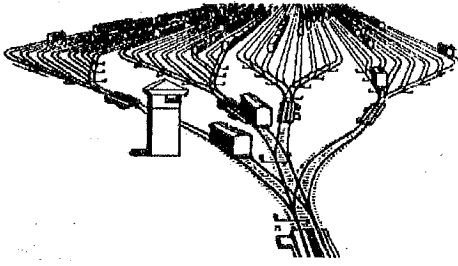
On the railroad, helpers are those engines used to assist a train over a stiff grade, such as Richmondville Hill. In the *Bulletin*, we apply the term to those highly valued BLHS members and in the railroad community who assist us by providing news items, information, photos, clippings, articles, technical 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 to: friends at CP/D&H; **Bill Bergevin**; **Robert K. LaPorte**; **Doug Letzette**; **Bill McColl**; **Bill Nalevanko**; **Walter Rich**; **Jim Shaughnessy**; **George Stubbs**; and **Mike Vauso**.

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The Receiving Yard

by Doug Barron

River dredging to add traffic to D&H... Some current and former D&H lines could be handling the tons of material to be dredged from the Hudson River. The Environmental Protection Agency has released a list of 24 sites with both rail and river access that could host a de-watering site. Two facilities will be needed to remove water from polluted soil taken from the river between Fort Edward and Troy.

The site selection and public input process will whittle the list down to the two final locations. Wherever the de-watering plants end up, they will generate a large amount of rail traffic. The contaminated soil will be moved in covered gondolas to a disposal site out of the area.

The list of potential sites includes almost every community along the river from Fort Edward to Coeymans, just south of Albany. Each site requires rail service. They include West River Road in Moreau (D&H), the site of the long-gone Georgia-Pacific mill in Thomson (Batten Kill Railroad, former Greenwich & Johnsonville), Green Island (D&H), Troy (CSX/D&H), and Rensselaer (CSX).

Some of these locations would use out-of-service rail lines, like the west end of the Battenkill RR and the D&H's Green Island Branch, which has been out of service for several years. The entire list is posted at epa.gov/hudson.

from Doug Lezette

Work on Stourbridge Lion... The Wayne County Historical Society is making significant progress toward making the 1933 D&H-built replica of the *Stourbridge Lion* to run under its own power. A Pennsylvania state boiler inspector specializing in antique boilers visited the WCHS museum in May for a first hand look at the *Lion*. Visual inspection revealed nothing that would prevent operation.

The consensus was that the *Lion* appeared to be in good shape with no serious deterioration from its years in the museum. A few components would have to be installed. These inspections are routine, but those affecting the boiler require a certified engineer or technician.

Wayne County Historical Society newsletter

Albany County... will try to buy the 9-mile railroad corridor that runs from Albany to Voorheesville, NY in the hopes of turning it into a hiking and biking trail. CP Rail's application to abandon 9.14 miles of track was approved on July 8 by the Surface Transportation Board.

The abandonment was to be effective July 16, but this was extended to January 2004 while the county and railroad negotiate over the line's future use. Turning the rail line into a recreational area is a three-step process. Once the property is purchased, it has to be redeveloped. Then, the county will need to create and fund an ongoing maintenance plan for the trail. The county is looking for funding for each of those steps. The total cost is not yet known.

Altamont Enterprise

Albany mayor wants former D&H HQ building for retail... Albany Mayor Jerry Jennings has his eye on the SUNY Plaza for a potential new retail shopping center to bolster downtown. The area is in front of the former Delaware & Hudson Railway building at the foot of State Street. When SUNY moved its central administration into the D&H building, then-Chancellor Ernest Boyer envisioned a lively plaza with galleries, cafes and shops in the building's arcade. The SUNY Board of Trustees' fear of competing with downtown merchants appears to have killed Boyer's plan.

Speaking to a breakfast meeting, Jennings said downtown needs shopping options, and the historic SUNY headquarters - built in 1916 as headquarters to the Delaware & Hudson Railroad - could deliver it. The state university system, which has had its headquarters on Broadway since 1977, said it has no plans to move.

William Kennedy's book, "O Albany", says about the building: "The State University refurbished and occupied for its central administrative offices the former Delaware and Hudson Railroad building, commonly called the Plaza building, which had been in a severe decline. It is a majestic structure that is a copy of the Clothmakers' Guild Hall in Ypres, Belgium. It was designed by Albany's greatest 20th century architect, Marcus T. Reynolds, and brought about by Albany Republican boss Billy Barnes, in conjunction with the D&H, before and during World War I. It is a gift of beauty to the city, and when completed in 1916 gave great impetus to cleaning up Albany's abominable waterfront."

In recent years, the city has been trying to strengthen ties to the waterfront, while boosting retail downtown. Jennings has said a retail mall there could help both efforts.

Albany Times Union, "O Albany"

Work on Saratoga station... The \$5.9 million project to renovate and expand the

Saratoga, NY railroad station is unlikely to be done before the end of this year. That means rail travelers will continue to pass through a temporary station erected for the duration of construction, and race fans taking advantage of special Amtrak weekend discounts will need to catch a bus in Rensselaer for the final leg of their trip to make it to the race track by post time.

While the work on the station isn't late, the progress of work has not put it ahead of schedule either. Track work necessary to bring the trains closer to the new station isn't scheduled to start until September. A spokesman for CP Rail said the rails would be reconfigured to permit trains to pull up next to the station. Now, passengers sometimes have to walk across two sets of tracks to reach their trains or the station. The track work will take a couple of weeks once it is started.

Albany Times Union

CPR track work to affect two Amtrak New York trains... Due to planned track work on Canadian Pacific's Delaware & Hudson, Amtrak will make schedule adjustments to its *Adirondack* and *Ethan Allen Express* on eight days in late August and September.

The *Adirondack*, trains 68 and 69, will not operate between Schenectady, N.Y., and Montreal on August 21 and 27 and September 10 and 17. Service between New York City and Albany/Rensselaer will continue without disruption.

As an alternate route, travelers destined for Montreal from New York City and points south may take the *Vermont*, train 56, and connecting motor coach 8056 out of St. Albans, VT. Travelers en route to New York City from Montreal may use motor coach 8055 to St. Albans and the southbound *Vermont*, train 55. Alternate transportation is not available for passengers north of Albany/Rensselaer to intermediate points on the affected dates.

The schedule of the *Ethan Allen Express*, a New York City-Rutland, VT, train, will be similarly adjusted. The northbound train, 291, will operate only from New York City to Albany/Rensselaer on August 26-27 and September 9-10, and train 294 southbound on August 27-28 and September 10-11 only from Albany/Rensselaer to New York City. In this case, alternate bus transportation will be provided between Albany/Rensselaer and Rutland, although mobility-impaired space will not be available.

Amtrak

State Comptroller audits criticizes Turbo-train project... The joint New York State-Amtrak project to put high-speed trains on the Albany to New York City route is \$21 million over budget, beset with management problems, and behind schedule, said three audit reports issued by state Comptroller Alan Hevesi and released in June.

Amtrak is now running one of the Turboliners from the Rensselaer rail station to Pennsylvania Station in New York City daily. Rohr Industries built them in 1976.

"The Empire Corridor is a vital part of our state's transportation system, and the link between New York City and Albany is one of the most heavily traveled Amtrak routes in the nation", Hevesi said in a written statement. "I am concerned that today, five years and \$51.5 million after the Turboliner modernization project was commenced, just two of the seven trains included in the project are in service."

Hevesi's auditors found that significant weaknesses in the DOT management of the project and a lack of experience by the DOT and SuperSteel, which was doing the work, contributed to the delay in overhauling the five-car train sets.

Dave Stanbury, plant manager at SuperSteel, said that Hevesi's reports are dated. While there were delays in remanufacturing the Turboliners, SuperSteel is now finishing the train sets with no problems.

Albany Business Review

Museums...In honor of the 180th anniversary of the D&H and the 150th anniversary of the New York Central, the Albany Institute of History & Art has put together an exhibit, "All Board! Models, Memorabilia and Memories of Railroads" from the institute's collection.

The exhibit, which opened on June 26, features a wide array of models, objects, advertising art and documents related to the two major railroads of upstate New York. It tells some of the stories of how railroads revolutionized the life and economy of the Capital Region, and with it, the nation.

The Institute is at 125 Washington Avenue, Albany, NY. The hours are Wed-Sat 10 a.m.-5 p.m., Sunday noon-5 p.m. Admission is \$7 adult, \$5 senior/student, \$3 age 6-12. There is free parking in the lot behind the Institute. The exhibit will run until November 2, 2003.

If you're in the Capital District area, you really should check out this great exhibit.

Délmair Spotlight

Additional locomotives for CP Rail... CP will soon take delivery of 35 new CW44-AC locomotives from General Electric in Erie, Pa. They will be numbered 9750-84 inclusive. The current delivery-timing plan is to deliver 24 units the first week of September 2003, with the remainder by the end of September.

Railpace

Accidents claim three lives... On June 17 at Palatine Bridge, NY an 8-year-old boy was killed and his 10-year-old brother was seriously injured when a CSX freight train hit the back of the pickup truck in which the boys were riding. The train was head-

ed east from Chicago with 94 cars, doing about 35-40 mph. The truck was struck at a private grade crossing where there are no gates or lights. Preliminary investigation suggests the driver of the truck froze while attempting to cross the tracks.

On July 5, a CP Rail freight train killed a Plattsburgh man who was lying on the tracks. His death appears to be an accident, said Plattsburgh police. They were unsure why or how long the man had been on the tracks.

On July 7, a CSX train killed a teenage boy from Saugerties as he walked along the tracks. The train was heading south from Selkirk Yard to Newark, NJ.

A spokesman for CSX said hundreds of such accidents occur around the country every year. He cautioned people to stay clear of tracks and never to assume a train will see them in time to avoid a collision. The crewmembers will be given counseling and the option of changing routes.

Schenectady Gazette, Albany Times Union

Back in time...The Schenectady Gazette of June 9, 1949 reported: The American Locomotive Co. recalled 368 workers who had been laid off the week before. Schenectady's locomotive manufacturer had laid off a total of about 2,500 employees, part of a "slowdown-layoff" squabble.

The company accused the workers of the production slowdown; members of Local 2054, United Steelworkers, had been working without a contract since May 31, 1949. The union was asking for a \$150 monthly pension, and also a wage increase, a union shop, a guaranteed work week, and improved hospitalization and health insurance benefits.

But the situation was improving: Alco had recalled 1,000 employees on June 8.

Schenectady Gazette

CSX lays off workers...Of the 143 management jobs CSX cut across the country during July, three were from the Selkirk facility. The company offered severance packages and job search services. This latest round of layoffs is part of 900 job cutbacks at CSX.

Albany Times Union

CSX to test New York City intermodal market...CSX plans to test the New York City intermodal market by operating a one-day per week piggyback train to the Harlem River Yard in the South Bronx. Eastbound train Q162 will originate at CSX's Bedford Park facility in Chicago, IL. This "hot" eastbound is perishable traffic interchanged from the BNSF.

Westbound train Q163 will depart Oak Point, NY and terminate at Selkirk, NY, where it will connect to train L117.

Conrail Technical Society

24 indicted in ring that looted trains...New Jersey officials announced the indictment of 24 people who they say were part of a theft ring that plundered millions of dollars in goods from freight trains over the past decade. According to the 38-count indictment, members of the group, which called itself the "Conrail Boyz", would leap onto the slow-moving trains coming into and out of Croxton terminal in Jersey City, and use bolt cutters to break into cargo containers full of electronics, clothing, cigarettes and other items. They would throw boxes of goods off the trains to accomplices, who would load them into trucks and ferry them away, according to investigators.

The indictments grew out of a two-year investigation during which NJ law enforcement authorities and the Norfolk Southern Railroad police followed the group's activities from theft to resale of the items. In the process, investigators developed a picture of a "sophisticated cartel" involved in money laundering.

A spokesman for Norfolk Southern said the rail freight operations had been plagued by thefts from rail cars, which must move as slow as 20 miles per hour in the region's freight yards.

New York Times

Coffee break...A CSX engineer blocked six crossings in Kingston, NY recently while he went to a Dunkin Donuts shop. Apparently there's no law against parking a train and blocking traffic to get coffee, so CSX Corp. won't be fined for tying up traffic in June when one of its freights made the unscheduled stop.

However, the Kingston mayor is ready to blow his stack. "I find it incomprehensible that to block six different intersections so an employee can go have coffee, putting residents of the community and emergency workers at risk, that there isn't a federal law against it", said Mayor James Sottile, continuing, "I find it absurd."

The coffee break was exposed by city Fire Chief Richard Salzmann, who after getting stuck at one of the crossings went to the same Dunkin Donuts shop. There he saw a CSX employee carrying a tray of coffee cups back to the locomotive. Once the employee got on board, the train started up again.

CSX officials later apologized and said the employee would be disciplined.

Schenectady Gazette

Derailments...On June 20 a CSX freight train derailed in the Village of Blasdell, NY, and sent 39 cars off the tracks. No injuries were reported, and luckily, the cars contained no toxic chemicals. About 200 gallons of diesel fuel were spilled from train Q351-20. The derailment was in the vicinity of CP5, where the Buffalo Line ties into Seneca Yard.

Westbound Amtrak train 49 was derailed via NS from Buffalo, NY to Erie, PA and the reverse was done for eastbound Amtrak 48. Some CSX trains used a connector at Bayview, 3 miles west of the derailment, where they backed the train up the connector and proceeded to the Norfolk Southern yard at Tift Street in Buffalo.

On the same day in Commerce, CA, 28 freight cars from a Union Pacific train derailed in an area east of Los Angeles. The cars destroyed two homes and spilled lumber all over a neighborhood; thirteen people were treated for minor injuries.

The National Transportation Safety Board is investigating the accidents.

Conrail Technical Society, Albany **Times Union**

New G.E. locomotive orders...GE Transportation Systems will fill about 500 orders for new locomotives in 2003. That's good news for a company that has seen its locomotive production slide through an industry downturn that began in late 1999. Since peaking at 911 orders in 1999, locomotive orders fell to about 750 in 2000, 500 in 2001, and 470 in 2002. GE had a recent order by an unnamed company for 100 new locomotives. The latest round of orders could signal that the railroad industry is primed for a rebound.

In early June, the first of 51 new CW44AC's for BNSF began heading west via CSX. The order is for BNSF units 5603-53. CSX train Q351 has been ferrying new BNSF locomotives from the General Electric plant in Erie, PA to Willard, Ohio. The locomotives then work west to the BNSF at Chicago, IL on CSX train Q381.

Conrail Technical Society

GE Transportation...Five of GE Transportation Systems' new Evolution Series EPA Tier 2-compliant locomotives have been testing on Union Pacific in side-by-side comparisons with standard locomotives. The AC4500CTE units, which are equipped with GE's new 12-cylinder GEVO-12 prime-mover, as of late June had logged 65,000 miles "without a single road failure", GETS CEO Charlene Begley told **Railway Age**. Thirty AC4500CTEs are scheduled to be tested by Burlington Northern and Santa Fe beginning in the fourth quarter. Like EMD's new SD70ACe, production units will be ready for delivery beginning January 2005, when EPA Tier 2 regulations take effect.

Railway Age

New life for an obscure locomotive...In 1993-94, Morrison-Knudsen showcased six new MK5000C 5,000-hp locomotives to compete with EMD and GE. After nearly ten years, the units were sold to the Utah Railway Co. shortly before it became a wholly-owned subsidiary of Genesee & Wyoming. They were primarily operated

in helper service on Union Pacific's Soldier Summit Mountain outside of Helper, UT.

The locomotives are undergoing a transformation, with their prime movers and other major systems converted into what is now a more standard version of a typical U.S. 6-axle locomotive. "The transformation", says UniRail LLC Managing Director David L. Powell, "involved removing the original, as-built Caterpillar Model 3612 V12 engines and Kato alternators, and replacing them with remanufactured EMD 3600-hp, 16-645F3B diesel engines and AR11 alternators, as well as stock EMD version air compressors, equipment rack, radiators, etc., all removed and rebuilt from former EMD SD50 units."

The newly modified locomotives receive a new model designation. Utah Railway reclassified them as MK50-3's (M-K builder, EMD 50-series propulsion components, Dash-3 microprocessor technology). Aside from fitting in the new engine, the cab and carbody configuration as well as the traction motors and trucks are remaining the same as the previous MK5000C model without change. The dynamic braking grids were not altered from the original design.

The MK50-3's modified carbody configuration looks very similar to the way it did before alteration, except it now has an SD50 rear hood in place of the old hood. The old and new sections of the hood connect eight feet behind the cab and continue to the rear end of the platform. The transition between the old and new carbody hoods was accomplished by welding in a custom-made steel transition piece approximately twelve inches wide to accommodate the slightly different carbody widths.

In early June, the first MK50-3, 5005, was nearing completion at MPI Boise, having just been repainted into G&W colors. All six are scheduled to be completed and on the Utah Railway again by 4th quarter 2003.

Railway Age

STB...More than 60 short line and regional railroads are asking the Surface Transportation Board to consider a simplified procedure to facilitate sale and preservation of low-density branch lines that otherwise would be abandoned. The proposal, according to the law firm filing with the STB on behalf of the railroads, "would substantially reduce the workload for smaller carriers and the STB, while reducing the filing fee for abandonments" and "would give shippers and communities on a line a timely opportunity to act to preserve it. Under current regulations, such lines typically languish for years."

Railway Age

CSX, NS seek ownership of Conrail subsidiaries...CSX, Norfolk Southern, and Conrail Shared Assets jointly petitioned the

Surface Transportation Board last month to acquire direct ownership by CSX and NS of two Conrail subsidiaries they currently manage and operate.

Under operating agreements approved by the STB in 1998, CSX and NS have continued to manage and operate New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR) respectively, both Conrail subsidiaries. The petition, if approved by the STB, would effectively replace the existing agreement and allocate direct ownership to CSX and NS of their respective lines. The transaction is subject to STB approval and an Internal Revenue Service ruling that would qualify it as a non-taxable disposition.

The NYC lines operated by CSX include those running from New York/New Jersey through Albany and Buffalo to East St. Louis, and from Albany to Boston.

The PRR lines operated by NS include those running from New York/New Jersey and Philadelphia through Pittsburgh, and Cleveland to Chicago.

Railway Age

MARC obtaining METRA gallery coaches...MARC is obtaining 16 Pullman Standard gallery bi-level commuter coaches, built in 1970 for CRI&P and C&NW line service. They will be sent to MARC directly from METRA revenue service.

MARC plans to use the cars, transferred via a federal transit program, on its Brunswick Line as "backfill cars", while its 1991 and 1993 Sumitomo cars get a 10-year overhaul. MARC will be making minor adjustments to the cars for HEP, window system, and safety signage. No repainting is planned. These cars are not the 19 former C&NW bi-levels obtained from VRE, which entered service after lengthy refurbishing delays.

Railpace

Union Pacific to purchase 1,500 refrigerated boxcars...Union Pacific will increase its order of 64-foot refrigerated boxcars to 1,500 from the 500 units previously ordered. The cars built by Trinity Industries will be used as part of Union Pacific's "Express Lane" perishables service.

This service, which is operated jointly with CSX, provides guaranteed service from the Pacific Northwest and California to a number of cities in the Midwest and on the East Coast. Originally begun in April 2000, this service has grown steadily, with a number of new destinations added during the last two years.

Trinity Rail and UP developed the new units jointly. They hold up to 40% more product than a conventional refrigerated railcar. These units will provide safe and reliable shipment of temperature-sensitive and valuable food products for a variety of customers.

Union Pacific

continued on page 43



Media in Review this month by Steve Wagner

Magazines

Railroad Model Craftsman's July issue has a deservedly appreciative review of **Doug Lezette's** "Delaware & Hudson Passenger Trains: The Final Decade". Chris D'Amato begins his review with a wonderful reminiscence of his introduction, as an teenaged railfan from New Jersey, to the D&H back in the days when the railroad welcomed its friends to its Colonie Shops.

July Railpace has three photos by **Jim Shaughnessy**. One is a portrait of Green Mountain 405, an Alco RS1 still working fifty years after it was built, thanks in part to the efforts of columnist Scott Whitney. The others show a Turboliner restored to service after work by Super Steel, a west-bound *Lake Shore Limited* departing Albany-Rensselaer on a revised schedule.

The photo of a BattenKill RS3 with cattle in the June Railpace was by **Jim Shaughnessy**, not **Gary Schermerhorn** as I reported. Gary's shot on the same page showed a CSX grain train running in the street in his hometown, Hudson, NY.

August's **Railfan and Railroad** includes an article on "Riding the Acadian Railway", by Richard W. Luckin, based on a trip in 2002 that began in special cars added to the Adirondack between New York City and Montreal. Tacked on at the end is the news of the tour operator's June announcement that it wouldn't be running trains this year.

The October **R&R** will commemorate a cover story on New York State as an Alco Empire some twenty years ago with a feature on Schenectady-built locos still in use in New York and neighboring states.

"Grand Trunk Western In Color, Volume I: Steam & Green, 1941-1961", by Jerry A. Pinkepank, is due from Morning Sun Books. I think the GTW's Northerns were probably the most handsome streamlined steam locomotives ever built, and I'm very partial to the olive and black passenger livery used by the GTW and its parent, the Canadian National, in the 1950's.

Unfortunately, I didn't get to ride the International between Toronto and Chicago until steam was long gone and the cars had been repainted off-white and black with red-orange squiggles. But the rides were certainly enjoyable: the sleepers were comfortable, the coaches uncrowded, the diner a treat and the "torpedo tube" geeps that pulled the train interesting. List price of the book is \$59.95, but ordering directly from the publisher before September 1 gets a price of \$46 plus \$3.50 postage (\$7 outside the US); New Jersey residents must add \$2.76 tax. See morningsunbooks.com for more details.

The other book forthcoming from MSB that tempts me mightily is "Pennsylvania Trolleys, Volume IV: The Forties". And the more I look at "Rutland In Color" the more I like it.

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Receiving Yard from page 42

CN ends talk to acquire ON Rail... CN announced it has terminated negotiations to acquire ON Rail because of the Ontario government's demands for public sector-like job guarantees for employees of the provincially owned railway. CN had entered exclusive negotiations to acquire ON Rail in October 2002. The vast majority of shippers in the region had backed CN's acquisition plan. Canadian National

Security funding sought for Pennsylvania Station... Upgrading of anti-terrorist security in the century-old tunnels of Pennsylvania Station needs much more money to complete, said Sen. Charles Schumer (D-NY) after a tour of the facilities. Schumer said \$77 million of an original \$100 million allocated for the project has been spent, and another \$350 million will be required.

Schumer said the money has been used for sensors to detect chemical, biological and radioactive threats and explosives, intrusion alarms and an extensive television monitoring system covering all entrances at the sprawling station, which is owned by Amtrak and also serves New Jersey Transit and the Long Island RR.

The further improvements would include three major air ventilation systems, a fire standpipe network, and escape routes in the tunnels, some of which are two to three miles long.

Sen. Schumer said the Bush administration has been "very good to New York" in providing funds for security, recognizing that Penn Station is an important rail hub, operating 850 trains serving half a million passengers a day. Schenectady Gazette

Clogged Chicago rail system... Railroad executives and public officials agreed to a \$1.5 billion plan to remake Chicago's extensive rail system by modernizing track

connections, expanding railroad routes and separating tracks and roads. The plan is designed to overcome bottlenecks that for years have slowed freight and passengers through the nation's largest rail hub. More than 1,200 trains a day, including commuter trains, Amtrak trains, and freight trains, use the system.

Six major freight railroads (UP, BNSF, CSX, NS, CN, and CP) will contribute more than \$210 million for the improvements. The rest of the money will come from city, state and federal sources.

Reaching an agreement has been a priority for Chicago Mayor Richard M. Daley, who has long wanted to clean up what he terms unsightly, overgrown railroad rights of way, graffiti on railroad bridges, and stop trains idling in neighborhoods. The rail system in Chicago also has become prone to breakdowns in the wake of snowstorms and other disruptions. Railroads have tried to improve their operations and communications, but they lack the capital for a massive reconfiguration of the Chicago rail hub. The railroads are trying to operate 21st Century trains on 1880's infrastructure.

It's often said that it takes two days to move a railcar from Los Angeles to Chicago, and it takes another two days to get through Chicago. Each day, about 37,500 rail freight cars move through the area. Railroads have found it faster to unload some shipments in Chicago and transfer them by truck through city streets to other railroads, rather than keep them over the rails through Chicago. Some 3,500 daily truck trips are made between rail yards so cargo may continue onward by train. Nearly 2,000 at-grade railroad crossings add to the headaches; predictions are that train traffic will jump 80% in 20 years.

Wall Street Journal via 470 Club's The 470

B&O RR Museum asks for federal funds... The B&O Railroad Museum is asking the federal government for one million dollars to help it recover from a roof collapse earlier this year. About half of the round-house roof of the museum caved in during the severe snowstorm that hit Maryland back in February. It damaged vintage railroad cars and engines.

Museum officials say insurance will cover the cost of fixing the roof, but it won't pay to repair all of the exhibits. The federal money would come from the National Park Service's Save America's Treasures program. It has set aside \$30 million this year for restoring sites and collections that are considered national icons. The most an organization can ask for is \$1 million. The museum is closed now, and officials say it probably won't re-open before early 2004. Railpace

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

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

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (bridge-line.org). If you wish to contact President Chris Shepherd, e-mail to CH952@bfn.org; for the Publications Office, use publisher@bridge-line.org.

Articles for the next issue of the *Bulletin* must be at the Publications Office (2476 Whitehall Ct., Niskayuna, NY 12309) by noon the day before the first Saturday of the month (October 2003 issue deadline is September 5). 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.

The BLHS has a provisional charter from 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.

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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	<input type="checkbox"/>	\$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	<input type="checkbox"/>	\$20.00 per cal. year**
Family	<input type="checkbox"/>	\$26.00 per cal. year**	Corporate	<input type="checkbox"/>	\$50.00 per cal. year**
Sustaining	<input type="checkbox"/>	\$50 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. 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

08/07/03