



Bridge Line Historical Society

- presents -

The 150th Anniversary D&H Map



The BLHS is proud to announce its newest project — our re-release of Tony Steele's landmark Delaware & Hudson map of 1973.

This wonderful map is highly detailed and spans the years 1823 through 1973. It is 16 inches by 39 inches in size, and is a faithful reproduction of the original. The sections of the railroad are dated, with the appropriate years of service, as well as connection roads with lesser emphasis. It even includes abandoned sections.

The map is printed on heavy, 60 pound archival, acid-free stock, using oil-based inks for longevity; it has also been given an anti-UV coating for enhanced display life. It will be shipped rolled, in a tube. The map, reproduced to the right, is in color.

Order one for display, more for gifts.

Prices, with shipping and tube, good through 9/1/04:

- Q=1 \$12.50 (NY State residents add \$1 tax, total \$13.50)
- Q=2 \$22.50 (NY State residents add \$1.85 tax, total \$24.35)
- Q=3 \$27.50 (NY State residents add \$2.30 tax, total \$29.80)

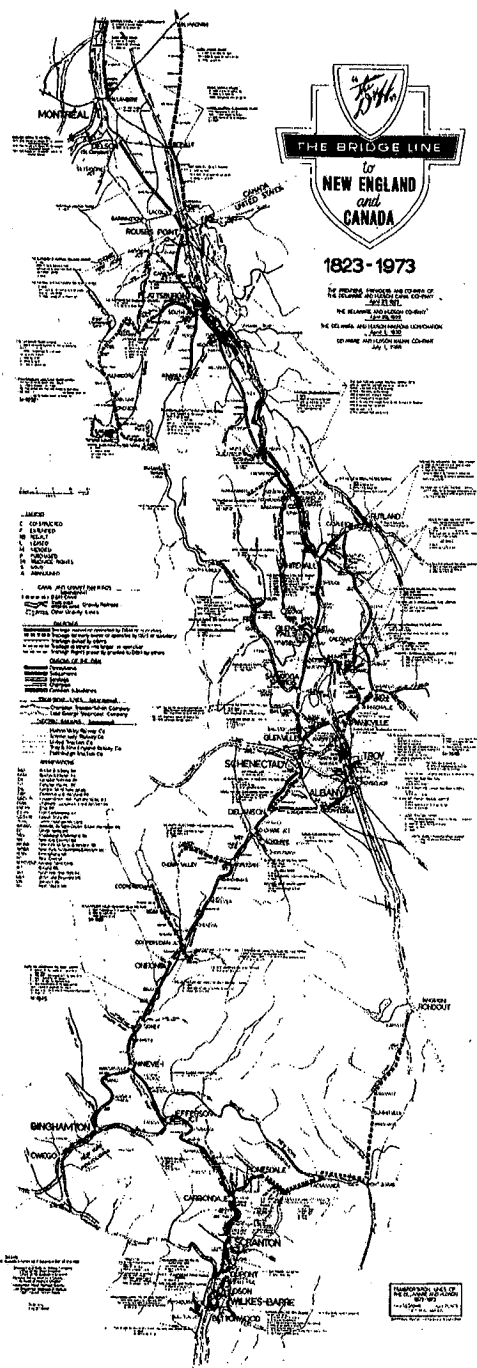
Your order:

Number maps _____ Total \$ _____

Your name and address:

tel. number _____

e-address _____



Send your payment (check or M.O. made payable to BLHS) to:

BLHS - D&H Map
P.O. Box 13324
Albany, NY 12212

PHYSICS 354

1. The first part of the problem is to find the energy levels of a particle in a potential well. The potential is given by $V(x) = \frac{1}{2}kx^2$ for $|x| \leq a$ and $V(x) = \infty$ for $|x| > a$. The energy levels are found by solving the Schrödinger equation $\nabla^2 \psi + k\psi = E\psi$ inside the well and $\psi = 0$ at the boundaries $x = \pm a$.

2. The second part of the problem is to find the wave function for the ground state. The ground state wave function is given by $\psi_0(x) = \sqrt{\frac{1}{a}} \cos\left(\frac{\pi x}{2a}\right)$ for $|x| \leq a$ and $\psi_0(x) = 0$ for $|x| > a$.

3. The third part of the problem is to find the energy levels for a particle in a potential well with a linear potential. The potential is given by $V(x) = \frac{1}{2}kx^2 + \alpha x$ for $|x| \leq a$ and $V(x) = \infty$ for $|x| > a$. The energy levels are found by solving the Schrödinger equation $\nabla^2 \psi + k\psi + \alpha x\psi = E\psi$ inside the well and $\psi = 0$ at the boundaries $x = \pm a$.

4. The fourth part of the problem is to find the wave function for the ground state. The ground state wave function is given by $\psi_0(x) = \sqrt{\frac{1}{a}} \cos\left(\frac{\pi x}{2a}\right) + \frac{\alpha x}{k}$ for $|x| \leq a$ and $\psi_0(x) = 0$ for $|x| > a$.

5. The fifth part of the problem is to find the energy levels for a particle in a potential well with a parabolic potential. The potential is given by $V(x) = \frac{1}{2}kx^2 + \alpha x^2$ for $|x| \leq a$ and $V(x) = \infty$ for $|x| > a$. The energy levels are found by solving the Schrödinger equation $\nabla^2 \psi + k\psi + \alpha x^2\psi = E\psi$ inside the well and $\psi = 0$ at the boundaries $x = \pm a$.

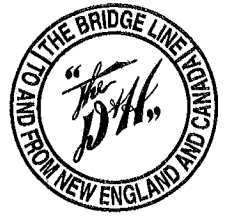
6. The sixth part of the problem is to find the wave function for the ground state. The ground state wave function is given by $\psi_0(x) = \sqrt{\frac{1}{a}} \cos\left(\frac{\pi x}{2a}\right) + \frac{\alpha x^2}{k}$ for $|x| \leq a$ and $\psi_0(x) = 0$ for $|x| > a$.

7. The seventh part of the problem is to find the energy levels for a particle in a potential well with a cubic potential. The potential is given by $V(x) = \frac{1}{2}kx^2 + \alpha x^3$ for $|x| \leq a$ and $V(x) = \infty$ for $|x| > a$. The energy levels are found by solving the Schrödinger equation $\nabla^2 \psi + k\psi + \alpha x^3\psi = E\psi$ inside the well and $\psi = 0$ at the boundaries $x = \pm a$.



Bridge Line Historical Society

Bulletin

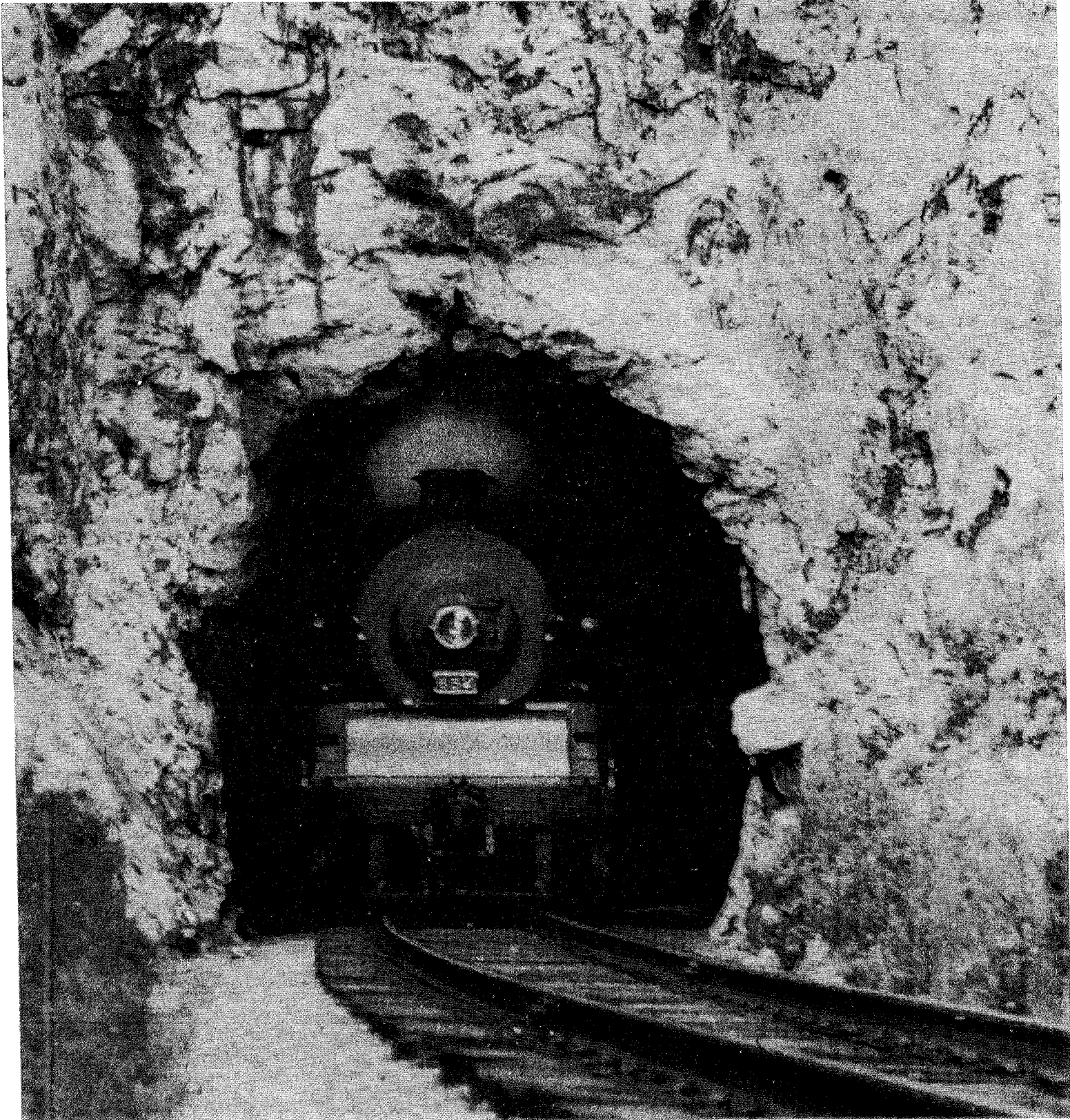


Volume 14, Number 7

\$2.50

July 2004

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society

Sep 18 - Annual Meeting/Banquet, JeRon's Restaurant, Ballston Spa, NY; time, speaker and subject TBA.

Amherst Railway Society

amherstrail.org

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.

D&H Canal Historical Society

canalmuseum.org

Museum open 5/4-10/26, 9 a.m.-4 p.m. Events TBA.

Empire State Passenger Association

(518-383-5985 or bbecker@nycap.rr.com)

Aug 7 - Union Station, Utica

Oct 2 - Parker Inn, Schenectady

Nov 20 - Amtrak Station, Rensselaer

Jan 8 - Parker Inn, Schenectady

Mar 5 - 2005 Annual Meeting, Schenectady

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

Susquehanna Valley RHS

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

Utica & Mohawk Valley NRHS

uticarometrains.org

Aug 13 - Annual picnic, 5 p.m., at Children's Museum display, Utica, NY.

On the cover: D&H P-1 class #652, one of two such Pacifics built by Colton Shops, blasts out of a tunnel. Although the photo had no information with it, after conferring with a knowledgeable source, we believe it's the tunnel at Willsboro Bay (aka Red Rocks), and it's a southbound passenger run. Collection of Jim Bachorz.

Sep 10 - Monthly meeting, 7:30 p.m., Zion Lutheran Church, Utica, NY. Program by Wayne Freed: "China Steam".

Oct 8 - Monthly meeting, 7:30 p.m., Zion Lutheran Church, Utica, NY. Program by Bill Huther: "Going South".

Nov 12 - Monthly meeting, 7:30 p.m., Zion Lutheran Church, Utica, NY. Program by Ray Connors on trip to Boston in private car "Chapel Hill".

Show Time! (other events)

Aug 8 - Lackawaxen, PA: Street festival will celebrate anniversary of first run of original Stourbridge Lion.

Sep 19 - Model Train Extravaganza, Utica, N.Y. Union Station; 10 a.m.- 4 p.m.

Nov 6-7, 13-14, 20-21, 27-28 - Kinston, NY Model RR Club Open House. Susan Street, Kinston; 12 N - 5 p.m.; \$5 adults, \$1 children under 12.

Jan 29-30, 2005 - Annual Railroad Hobby Show, Eastern States Expo Grounds, West Springfield, MA; sponsored by Amherst Railway Society. *BLHS plans to be on site both days.*

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. Other rail police:

Amtrak Police - 800-331-0008

CSX Police - 800-232-0144

NS Police - 800-453-2530

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the D&H, we do include material related to other railroads. Under no circumstances are D&H news, pictures or articles excluded from the *Bulletin* to make room for non-D&H material. Non-D&H items are included because (1) many of our readers, in addition to being D&H fans, are also interested in other railroads; (2) if an individual were to subscribe to just one railroad magazine (and we hope it would be this one!), he or she will appreciate good coverage of other area railroads; (3) CP/SL&H/D&H does not exist in a vacuum and must interact with other railroads; and (4) by including such material, we hope to increase our membership (and keep costs low).

If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us

with the details, allowing sufficient time for us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us. Amazingly, we have found that there are groups that refuse to do this!

Bulletin Sales Outlets

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

☞ Amtrak Albany-Rensselaer station (East Street, Rensselaer, NY)

☞ Amtrak Saratoga Springs station (Station Lane, Saratoga Springs, NY)

☞ Berkshire Hills Hobby Supply (93 Main Street, Canaan, CT)

☞ 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)

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BLHS News and Views

by Barb and Jim Bachorz

Camera columnist needed

We are in need of a columnist to restart our Camera Corner/Photography column. There have been many changes in the world of photography, especially with the rapid shift to digital imaging, and we find ourselves lacking in this area, when we should be informing the membership.

Please contact the Publications Office (publisher@bridge-line.org) ASAP if you are interested. A computer is available if you don't have one to use for this needed endeavor.

\$500 REWARD

For the recovery of the missing plaque recently removed from the East Portal of Hoosac Tunnel, in Florida, MA, commemorating the "World's First Fantrip".

On Sunday, August 26, 1934, the National Association of Railroad Enthusiasts, predecessor of today's Massachusetts Bay Railroad Enthusiasts, organized the "world's first railfan trip" on the Hoosac Tunnel & Wilmington Railroad.

Passengers first rode Boston & Maine Railroad Boston-Troy Train 67 to the tunnel's east portal. There they boarded an HT&W special behind ex-Lake Shore & Michigan Southern 4-6-0 #21 for the trip to Wilmington, VT and back. They returned to Boston later that day on B&M Troy-Boston Train 62.

On August 26, 1984, exactly fifty years later, Mass Bay RRE sponsored the "Half-Century Limited", a special train of MBTA equipment that ran from Boston through the Hoosac Tunnel to North Adams, then to Adams on the ex-Boston & Albany North Adams Branch. Mass Bay RRE commissioned a commemorative plaque, which Guilford placed on the face of the East Portal. During the 1984 excursion, we held a dedication ceremony at the tunnel, marking the 50th anniversary of the 1934 trip. Sadly, the plaque was reported missing the week of April 3.

Mass Bay RRE Trip Chairman Bill Crawford, who was our president when the plaque was placed, filed a report of the missing plaque with GRS police April 7. The Mass Bay RRE Executive Committee has authorized a \$500 reward for recovery of the plaque, which was announced on April 10.

Mass Bay RRE would appreciate help from all railfans in publicizing this reward and recovering the missing plaque. Please contact us at MassBayRRE@aol.com, or 617-489-5277, or Box 2742, Woburn MA 01888.

E-mail addresses

In this ever more electronic world, please let the Publications Office know when you change your e-mail address. Having e-mail addresses and telephone numbers came in very handy recently when we needed to reach luncheon attendees with updated information about the Super Steel tour. Please use editor@bridge-line.org for the notification.

D&H map available

If you want one of the 1973 150th-anniversary year maps the BLHS has just reprinted, see the flyer attached to this issue. The map is printed on heavy 60 lb. archival acid-free paper, uses long-lasting oil-based inks, and even has a clear anti-ultraviolet overcoat to help it resist fading.

For all that, the maps are just \$10 each, \$25 for three, plus NYS tax and/or shipping as applicable. This is a must-have for any D&H fan, and makes a wonderful wall decoration, sure to be referenced often.

If you live in the Capital District, you may pick up your map (saving the modest shipping cost) from Dave Roberts at JP's Trains & Hobbies, in Latham, NY, the Publications Office, or from our Sales Office. Call Dave at JP's (518-782-0981) to make sure he's there.

Annual meeting and banquet

This year's banquet and annual meeting will be held on Saturday, September 18 at JeRon's Restaurant in Ballston Spa, New York, the same location as last year's banquet. Look for more details as we get closer to the event.

Marv Davis Award

We are soliciting nominations for the Marv Davis Award, scheduled to be awarded at our annual banquet in September. If you would like to nominate someone, please contact Gene Corsale (518-584-4715), write him at 8 Outlook Ave., Saratoga Springs, New York 12866, or contact him via e-mail (address elsewhere on this page). We need all nominations by September 10.

Nominations

Elections for all officers and three directors on the Board will take place at the Annual Banquet in Ballston

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.

Spa, New York on September 18, 2004. Those officers up for reelection or replacement are Chris Shepherd, President (who has submitted a letter of resignation, as he is unable to continue to devote the time needed); Jim Bachorz, Vice President; Peter Rankin, Treasurer; and Barbara Bachorz, Secretary. Those directors up for reelection are Bob Hayes and Jim Odell; Len Kilian has decided not to run for reelection. Please contact Chris Shepherd, who is serving as Chairman of the Nominating Committee, if you are interested. His e-mail address is ch952@bfn.org; his home address is P.O. Box 22, Troy, New York 12182; and his cellular number is 518-506-6232.

Request for more D&H articles

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

We do have a couple of articles on hold. They have been sitting for some time, as we are handicapped by the need to redo the artwork that came with them. We are *not* artist enough to do them properly.

Sustaining us

Our 2004 Sustaining Members are: Matt Adams; Roy Allen; Robert & Ruth Baker; Carl & Lysanne Belke; William Bennison; John Boardman; Ashleigh Chamberlain; Wally Day; William Denale; Geoff Dunn; George Franchere; Robert Gangwish; Tom & Arleen Gillen; Richard Hambly; Richard & Caroline Hooker; Art Jackson; Rob Kardas; Robert Kolankoski; William Larkin; Bruce Leemann; Ron & Suzanne Litwin; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jesse & Sandra Meeker; Dori & Bob Moore; Tom Moran; Peter Paulson; Charles Perkett; Michael T. Phelan; Walter Rich; Tim & Rita Richmond; Ralph & Kimberly Roba; John Sherman; Rick & Harriett Shvick; Ed Small; Keith Steltz; Edward Street; Baird Voorhis; Stephen Wasby; Tony White; Payson Wild; Rob Willett; Edward Zech; and Al Zubal.

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STATION SYMBOLS

Revised

for use in reporting movements of cars only

Saratoga Division Albany to Whitehall

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>K.N. Tower</u>	<u>W'hall</u>
AS	Albany (South Yard)	0.0	79.0
A	Albany (Union Depot)	1.6	77.4
	Albany (North Yard)	2.7	76.3
102	Fair Grounds	5.3	73.7
103	Cemetery	5.5	73.5
CX	Colonie	6.2	72.8
104	Watervliet	7.6	71.4
---	Watervliet Junction	8.0	71.0
107	Cohoes	10.4	68.6
108	West Waterford	12.3	66.7
---	Waterford Junction	13.9	65.1
SW	Smiths Switch	17.2	61.8
PH	D&H Power Siding	19.1	59.9
111	Brick Yard	19.1	59.9
M	Mechanicville (Station)	20.5	58.5
	Mechanicville (Yard)	21.6	57.4
112	Round Lake	27.0	52.0
116	J. S. Tower	32.4	46.6
117	Ballston	33.2	45.8
118	Blue Mills	34.2	44.8
---	Saratoga Junction	39.4	39.6
E	Saratoga	39.9	39.1
121	Cooks	46.0	33.0
122	Whiteheads	48.1	30.9
123	Gansevoort	50.6	28.4
MJ	Moreau Junction	55.6	23.4
124	Fort Edward	57.0	22.0
136	Smith's Basin	64.5	14.5
137	Fort Ann	68.4	10.6
138	D&H Quarry	72.1	6.9
139	Comstock	72.3	6.7
139-1/2	State Prison Track	74.0	5.0
W	Whitehall	79.0	0.0

Troy Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>W'vliet Jct.</u>	<u>G. Island</u>
---	Watervliet Junction	0.0	0.8
T	Green Island	0.8	0.0
106	Troy	1.4	0.6
OS	O. Switch	---	2.3
109	Waterford	---	4.1
---	Waterford Junction	---	5.5

Ballston Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Glenville Jct.</u>	
---	Glenville Junction	0.0	
115	Ballston Lake	3.0	
116	J. S. Tower	10.2	

Adirondack Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Sara. Jct.</u>	<u>No. Creek</u>
---	Saratoga Junction	0.0	56.9

E6	Greenfield	5.7	51.2
E10	Kings	9.3	47.6
E13	South Corinth	12.6	44.3
E17	Corinth	16.5	40.4
E19	Mill-Palmers Falls	19.3	43.2
E22	Hadley	21.5	35.4
E25	Wolf Creek	24.3	32.6
E26	Keefe's	26.2	30.7
E30	Stony Creek	29.1	27.8
E36	Thurman	34.8	22.1
E38	Warrensburg	38.0	25.5
E44	The Glen	43.2	13.7
E46	Mill Creek Siding	46.6	10.3
E50	Riverside	49.1	7.8
---	North Creek	56.9	0.0

South Glens Falls Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Moreau Jct.</u>	
MJ	Moreau Junction	0.0	
S4	Fenimore	4.4	
S5	South Glens Falls	4.7	

Lake George Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Fort Edward</u>	
124	Fort Edward	0.0	
125	Hudson Falls	2.4	
128	Glens Falls	5.5	
129	Glen Lake	9.5	
130	French Mountain	10.9	
132	Lake George	14.6	

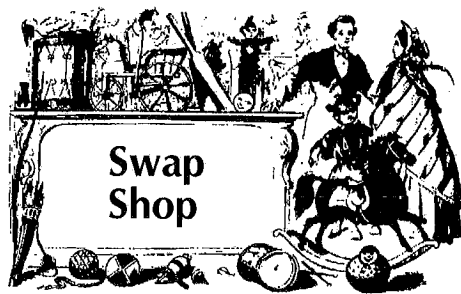
Rutland Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Whitehall</u>	
W	Whitehall	0.0	
LM	State Line	6.7	
142	Fair Haven	8.6	
143	Hydeville	10.3	
145	Castleton	13.5	
146	West Rutland	19.9	
146-1/2	Clarendon Marble Co.	20.8	
147	Center Rutland	22.3	
RD	Rutland	23.8	

Washington Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Whitehall</u>	<u>Castleton</u>
145	Castleton	13.5	0.0
145A	Ransoms Siding	13.9	0.4
145-1/2	New Staso	15.2	1.7
148	Eureka	17.9	4.4
HO	Hosfords	18.5	5.0
149	Quimbys	19.0	5.5
150	Poultney	21.2	7.7
150-1/2	Hampton	22.7	8.3
SK	Mill Switch	23.3	9.8

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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

The lazy days of summer, the perfect time to clean that nice, cool basement

We have some new things for you this month, but you folks really should head to the cool of the basement and find some more Swap Shop business.

For sale: Jim Beam liquor train, J.B. Turner engine and tender, baggage car, dining car, coach, caboose and display track. Bottles are full, \$500. N&W 2-8-8-2 by Rivarossi, \$110. Pennsylvania GG-1 by Rivarossi, \$35. 20 different railroad plates, \$20 each. Frank Max, 33 Loughberry Park, Saratoga Springs, NY 12866; tel. 518-584-2807, e-mail framarsar@juno.com (0704)

Wanted: Newest release of Atlas D&H RS11 #5001 with all-yellow short hood. Also, ISO CP Rail (with or without multimark, without CPI reporting marks) and QGRY (no graffiti) Proto 1000 HO scale newsprint boxcars (have CP 85466). Matt Adams, 8014 Glendale Dr., Frederick, MD 21702-2920; tel. 301-514-1375; e-mail dh7324@hotmail.com (0604)

For sale: Kodachrome originals 1978-1992 by Roger W. Coleman are available for viewing and purchase at Berkshire Hills

Hobby Supply in Canaan, CT. A couple thousand, mostly scenic/action, some older roster. Lots from D&H, B&M, CR and Amtrak in this area as well as all around the country and Canada. Quantity discounts and 10% off the total for BLHS members. (0504)

For sale: All HO: Three undecorated powered Atlas Alcos, two C425 \$40 each, one RSD12 \$45. Bachmann Spectrum GP30 CGW \$25. P2000 Milwaukee E8A 35A (UP "Cities" paint scheme) \$35. Athearn SE CNW "Falcon" SD40-2 6922, powered, \$20. AHM old first generation 3-bay covered hoppers w/AHM wheels, KD couplers; road names Milwaukee, Florida Tile, Naugatuck Plastic, N&W, \$10 each. If shipping needed, buyer pays. Check or MO clears before shipping. Clarence Fosdick, 329 Burgoyne Rd, Saratoga Springs, NY 12866; tel. 518-583-7653 (0504)

For sale: Builders plate from C&O 2-8-0 #1031, Cl. G9, Alco Richmond #46112, 5-09, \$750; Rochester & Syracuse RR brass conductor's hat badge, #38, Am. Railway Supply Co., \$225; D&H Co. old style pillbox cap with large letter buttons, small oval trainmaster's badge, manufactured for D&H by Cotrell & Leonard, Albany; some outer fabric damage otherwise sound, \$155. All items plus P&H. Ralph Gasner, 86 Chappell Dr., Milford, NH 03055-3205, tel. 603-673-6125, noon to 9 p.m. (0304)

For sale: D&H HO scale rolling stock. E&B Valley ACF 70-ton covered hopper, D&H #2953, E&B kit #5005, built up. Robbins Rails/BevBel collector's edition PS-1 50-foot boxcar, D&H #27035. Make an offer for either or both. Jim Hurley, 17 Babbitt Ct., Elmsford, NY 10523; tel. 914-592-5399, e-mail: jimh721@hotmail.com (0304)

Wanted: Information, photos, recollections, train orders, anything related to the movement of prisoners over the D&H to Comstock or Clinton. If anyone has a photo of the Comstock or Clinton stations or track diagrams of the facilities at Danemora, I need them! I expect to write an article for the *Bulletin*. Joseph Klapkowski; contact riverlinejoe@hotmail.com. (0304)

Available again: Doug Lezette's video, "Red Alcos, Green Mountains", featuring C424's, RS18's, RS11's and an RS3 on CP Rail and Lamoille Valley in VT and NH. One hour, specify VHS or DVD. On line orders: www.geocities.com/dlezette; or check/M.O. for \$29 S&H (includes first class shipping). NYS res.

add 7% tax: Final Decade, PO Box 9069, Schenectady, NY 12309 (1203)

Still in the news

The latest news regarding the double fatality that occurred at a nearby CSX grade crossing in early February appeared during the last week of May. Several sources reported that the FRA had issued its report regarding the incident.

The report lays major blame at the feet of CSX, citing the railroad's alleged pattern of failure to adequately maintain its highway crossing safety equipment. The FRA report also placed some blame on the crew of the train involved, since a stop and flag order had been issued by the railroad for that crossing.

To the railroad's credit, a vigorous program of crossing reconstruction continues across the West Shore line through Monroe County. Still one more grade crossing is under complete reconstruction as this is written, during the first week of June. CSX has publicized the fact that seventeen grade crossings are scheduled to be rebuilt this summer.

The Monroe County Sheriff's Office has yet to issue its report, indicating that it was waiting for the FRA report to appear. Once the report is completed by the Sheriff's Office, the Monroe County District Attorney's Office will determine if there is cause to pursue criminal charges. Evidence in the incident could still be presented to a grand jury.

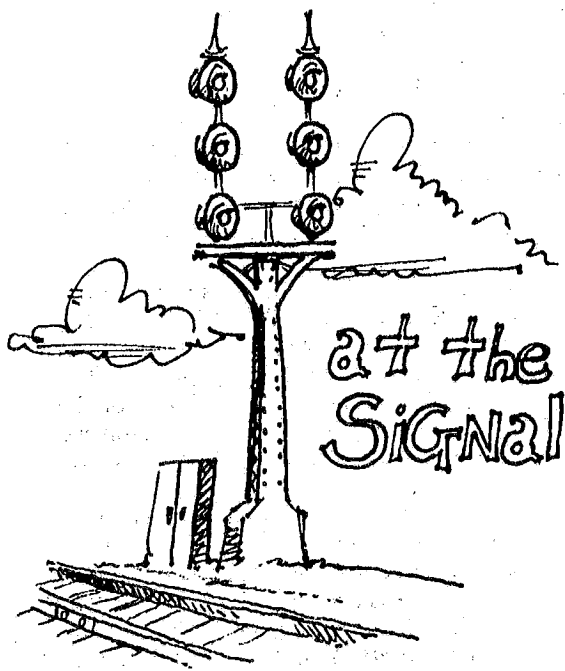
Does the man know of what he speaks?

In last month's column, we related the story of the train show in Ithaca and my discussions with one of the retail vendors there regarding his perceived major change in the model railroad business. As we discussed, there has been a definite trend away from kits and toward pre-assembled products.

One of the announced new products that we have watched with great interest is the new 100-ton Evans coil car from Red Caboose. Since it was first announced, I have checked the Red Caboose web site for any new developments, such as the actual targeted introduction date. At one point, the web site included color photos of some of the detail to be included in the new model. The site also included the information that the new car would be available either in kit form or fully assembled.

In keeping up with the recent trends in new model railroad products, I have purchased many completely, or almost completely, assembled locomotives and cars. However, I still enjoy building a well-designed kit. The vendor I refer to above told me at the Ithaca show that he had heard the new Red Caboose offering would

continued on page 16



by Gary R. Schermerhorn

The rumor mill churns

Once again, the old rumor mill has been churning. The latest seems to be that the "Dark Lords of Mordor" (Norfolk Southern) will take over our beloved D&H from the CP Calgary boys. Since these came from the internet, I've learned (the hard way) to take any such statement like NS buying the D&H with a grain of salt, until an official word comes from the horse's mouth:

Another rumor is that the big Omaha monster will be gobbling up portions of the NYC Water Level Route from the troubled Chessie. However, that Omaha monster is busy patching up those pesky leaks in its own boat, and its doubtful capital will fall from the heavens to scoop up additional trackage, even lucrative access to the Jersey ports out of Chicago.

Now, as a railroad photographer, your ears naturally tend to perk up with such whispers in the wind. Do I need to start every weekend driving to trackside on the Albany & Susquehanna main line, and burn E6 slide film on those paint-chipped weathered red CP SD's and old Soos growling by the D&H gantry signals at Afton and Esperance? Do I need to make sure I get a few extra frames of solid CSX cruising the causeway at Iona Island? All because someone wants to have a little fun on the internet chat groups and post here-say? Ah! But that is half the fun, isn't it? The unknown! The Dereco era all over again on the D&H?

A UP Challenger steam special roaring along the Mohawk and Hudson Rivers? Those are whimsical daydreams for the bored silly, dreamed while they wait for

the quiet to break while swatting deer flies. I'll believe it when I see it! But remember, the weather is always changing here in the northeastern U.S.

So Soo me again

Many times with this column I have ranted and raved about the injustices of timing and bad luck in this hobby. Occasionally, as we all know, things can go right - sometimes real right - almost to the point of pinching yourself to make sure you're not dreaming.

During a break while typing this column, I made a run to Mechanicville, having the luxury of an earlier appointment and a weekday off from my day job. I wasn't expecting anything really, just a ride to check things out and some hopeful late afternoon sunshine to work with. It was a Friday in mid-May (the 21st), muggy with lots of clouds, but you could still see the blue sky here

and there.

On the way north off I787 in Cohoes, I had my first stroke of luck. The SC-1 local was in the process of backing its train into the spur track off the Colonie Main, dropping three boxcars at Mohawk Paper. The sun was still relatively high (1330 hrs.), but it didn't matter. This was too rare to pass up. Besides, the high sun was at least on the correct side of the track. Power for the SC-1 was D&H 7311, a GP38-2 I hadn't seen in a while in the Capital District.

The unit still wore the red dual flags livery, by now a little faded after years of weathering and many hard miles. Someone had used red paint to cover the graffiti that made 7311 infamous with fans a while back.

After SC-1 dropped the loads at Mohawk Paper and trundled back up to the main, I continued on north along Route 4 to Mechanicville. No sooner had I landed, near the Commercial Hotel/pub near Vail Street, than came NS train 168 toward CPF467. Power was typical, two back to back "skull" dash 9W's, nos. 9505 and 9393. I never seem to miss this train for some reason. The skulls grinned at me and continued south. I didn't chase.

I felt that the Guilford/ST MOAY was in the picture, so I decided to hang around. The surprise of the day came about ten minutes later, as the voice of the conductor on train 514 asked where the 168 was. When I saw the 514 approaching CPF467 in the distance, my jaw dropped to the floorboard of my "green hornet".

Leading the #514 today wasn't the us-

ual weathered, dirty, scroungey "orange peel" CP SD40-2, but a clean candy apple red Soo SD60M. A cowl Soo! On the Colonie Main! Not just any cowl Soo, either; it was the 6058, which I had the pleasure of chasing on the A&S a couple years ago as it led a CP/D&H 252 from Brooker Hollow Road. Today's train 514 was good sized, and the 6058 was leading Soo 6601 (also candy apple red) and a clean CP 5670, both SD40-2's.

The slow speed of the 514 as it headed south toward Albany allowed me to get ahead of a road construction nightmare in Waterford for the "money shot" at 1520 hrs. at the bridge over the Mohawk River in Cohoes. This is something you normally can't pull off, due to the 514's usually passing this location at an earlier hour, with the sun on the wrong side of the train. It was great seeing the Soo 6058 again and hearing that distinct horn all the way into North Albany on the historic Colonie Main, on a Spring afternoon in the Capital District.

Later, I found that the Soo cowl was a fluke, as it was added at Saratoga due to the long 100+ car consist; it was needed for the grade at CPC24 to Crescent. After its return on train 515 later that day, the 6058 was dispatched from Saratoga on the Binghamton-bound train 412. Thanks to Sir Gordy for this scrap of info.

But my run of good luck wasn't quite over yet. On the way home, I could hear CSXT's NJ Dispatcher talking to two southbound River Line trains at Ravena, NY, which is south of Selkirk. The DS was giving a Form D to pass two malfunctioning crossing gates on the River Line Sub.

The first train to get the Form D was southbound train 254, a solid autorack train that commonly features foreign power. The train had none other than BNSF Dash 9W 1042 in "Heritage 1" paint, followed by an old Santa Fe SD40-2, 6347 (former ATSF 5037), still in Santa Fe lettering and the old yellow and blue war bonnet scheme. I was able to get ahead of him on Route 9W into Greene County, and shot the train as it passed over the Catskill trestle at 1710 hrs. What a wonderful run of luck!

However, during my little lucky tour, road construction and traffic were horrendous everywhere I went. Chasing was pretty much out of the question had things gone the other way, and they usually do, unfortunately. We all know the gas prices from hell are upon us this summer. Road construction is everywhere in the Capital District. Traffic levels on the area roads are the highest I've seen in years, so expect delays and opening your wallet a little wider in your travel plans.

Glens Falls coal

We were talking the last column about coal trains, particularly the Somerset Co. coal drags bound for the Mount Tom Powder plant just outside Northampton, MA. These western coal trains are apparently the longest distance transcontinental creatures of their kind in North America, making them highly prized photogenic subject matter, worth capturing in daylight in my viewfinder when possible.

Another opportunity came on the weekend of 5/8-9, when another Somerset low sulfur test burn train came out of the Powder River Basin with "war dog" UP C44-ACW, bound for New England. However fate stepped in; due to a mis-billing of cars forwarded to Guilford, the train was delayed and held at QD in Binghamton without a crew or paperwork to take it north over the scenic A&S to Mohawk Yard.

Hoping things would change, I headed on Mother's Day to my old haunt, the Brooker Hollow Road bridge (I did call Mom in California, by the way), off Route 7 in East Worcester, NY, to see what might arrive on the cloudy afternoon. The foliage was a nice fluorescent green, and blossoms numerous, but little to no sun.

Luck shined for me on this afternoon, and the CPF 527 signal lit up for a northbound. Incredibly, a coal train soon rounded the curve out of Worcester, led by, of all things, red nosed and white Soo SD60 6036, leading NS skull GE Dash 9W's 9106 and 8920, with a 298-axle count. 70 cars? Did the CP make a cut in the tonnage to climb the grades? This wasn't the Somerset coal train with added CP power, but actually something I had never witnessed or photographed before; a Glens Falls coal train! The Glens Falls coal train, with the symbol 8869, is one of those elusive creatures that occurs now and then, serving the Glens Falls Portland Cement plant, with hoppers out of Enola, PA from the NS, usually with solid NS power. The double treat was a power shuffle in Binghamton, putting the old Soo unit on point. Apparently the loaded hoppers are actually taken to Fort Edward's yard, then forwarded in sections to the plant on the Glens Falls Branch (by the CP local?) as needed. A pure D&H coal drag! Something very unusual to photograph.

I gave chase to Richmondville summit and Delanson, hoping for a few bright spots in the clouds, as it was a great unexpected catch. I almost forgot about the Somerset coal drag, which sat in Binghamton until Monday. Sometimes the alternative is better than the objective.

The end of railfanning?

It doesn't take much of a rocket scientist to figure out that these are dark days at

best for your average Joe Railfan and railroad photographers nationwide. The most recent terrorist watch of a possible Al Qaeda attack on American soil this summer has put an even bigger level of scrutiny on anyone seen with a camera trackside. When it reaches the point when the hobby ceases to be a hobby of enjoyment and stress relief, and becomes an ordeal of feeling that at any moment you're going to be reported or arrested, just for being seen with a camera waiting near a railroad track, then could it be time to take up a new hobby? How about coin collecting? Nah! Antique cars? Too much elbow grease and expense. How about nature photography? Or boudoir and modeling photography? (Hey, it might not be that bad after all.)

But I'm not throwing in my camera or note pads just yet. I love trains and railroad photography, and nothing short of total martial law is going to kill my rights and freedom as a taxpaying American citizen to photograph and watch this fascinating industry from public property. However, as it stands, during this summer my normal weekend routines will be drastically altered, and my railfanning greatly narrowed and much more strategically thought out, with the hope of avoiding what will no doubt be open season on trackside photographers nationwide.

Recently, *Time* magazine ran a piece entitled, "Hobbyist or terrorist?" It described a typical railfan, and today's common run-ins with law enforcement, which are often endured by the majority of active railfans today. Urban areas are particularly under an intense new level of surveillance, putting even the most benign of fans in a harsher climate, risking fines and even arrest for "suspicious actions". The general public's apparent lack of understanding of the attraction of trains to our underground society of FLM's, foamers, FITs, etc., adds fuel to the fire of the general paranoia and neurosis that can occur, especially when hyped by the media machinery. So I ask you: Are these the beginning days of the end of railfanning as we know it?

Yes and no. Yes, railfanning as we had known it in the past may be gone forever. A new harsher post 9-11 world of peril and uncertainty and war has seen to that. But is railfanning over, or gone as a hobby? No, not by a long shot. But it's definitely not the welcomed forum it once was, a pleasant way to spend some weekend time, and its participants will no doubt have to change their old habits or face continual harassment from law enforcement, railroad agencies, and the paranoid public. If there continues to be more terror attacks - God forbid - I believe the

ranks of railfans will shrink in the coming years, and the generations of new railfans joining the hobby will, unfortunately, be likely to find a less friendly face on the other side of the industry.

This is a sad new reality that could seriously and sadly jeopardize what once was a fulfilling and fun hobby in our culture. But by no means should we erect the tombstones and shovel in the dirt just yet; this country is about freedoms and rights of its citizens. We will touch on this heated subject some more, as all railfans have been greatly affected by this big change in our culture. Until then, I suggest you enjoy the hobby while you can, because the future is a big unknown at this point.

Luncheon follow-up

I would like to tip the hat finally to the BLHS staff for a great Spring Luncheon event at the Turf Tavern on May 22 in Scotia (within scanner range of Mohawk Yard). While my better half, Diane, wasn't able to attend due to a mild stomach virus, and I foolishly missed the morning Super Steel tour, which our Curmudgeon gave a thumbs up on, it was good to catch up with some of our members and staff.

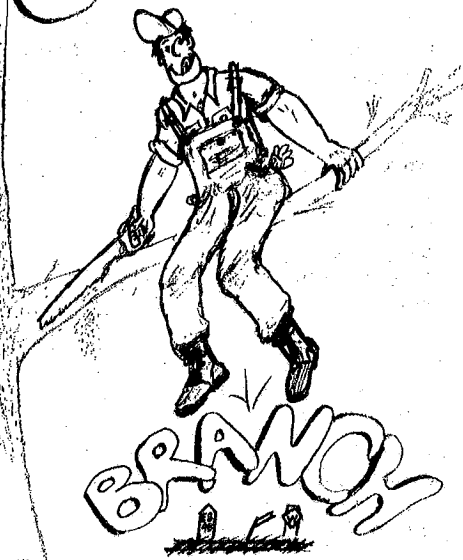
Highlights included purchasing a brand new copy of Tony Steele's famous system D&H map (which Tony graciously signed for me, and I owe him a print). The classic map is a true work of art, reprinted on thick archival acid-free paper. Thanks to Gino DiCarlo's wizardry work and a great job by a local printer, plus all the help from Dave Roberts and the staff, it has come back to life for our membership to enjoy and purchase.

Another highlight was B&W photographer and historian/writer extraordinaire John Taibi's meticulously-detailed and well-presented program on the old O&W branch which the D&H had a big hand in its early history in rural central New York. John is a gifted speaker, and his slide program was one of the best on a railroad subject I have seen in some time.

The food at the Turf was traditionally excellent (oh, those brownies!). It was good to meet some fellow members and staff, and I wish all our readers an enjoyable summer season. Stay safe and smart out there. Send any of your CP/D&H rail adventures and photos to the *Bulletin*. Our Curmudgeon has informed me that our new slide scanner and flatbed scanner are on line at the Bat Cave, ready for all archive material. We welcome any new additional material, both historical and contemporary, to make this newsletter richer.

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OUT ON THE



by Joe Durham

Spots

Let's see...it's still May as this is written, so new news may be old news by the time you read this.

Early in the morning of May 8, on the way through Whitehall, I saw a very familiar body outline (no, not JB's) down in the yards, something not seen on "D&H" rails for many years now. There was an unmistakable GE U-boat sitting there. (Unfortunately, my wife was driving, so I had to toss any thought of adventure or investigation.) The engine's upper half was painted red, and the lower half was black. Several inquiries as to origin came up empty; it was still there late that evening.

On May 28, while I was coming into Fair Haven at 0900 hrs., Vermont Railway GP #801 quickly skipped its way west towards Whitehall, with nothing in tow. Perhaps a heavy freight was stalled on "the hill?" Again, no time to investigate. Darn emergency service calls.

On Memorial Day weekend, my trackside pal in Fair Haven spotted a Green Mountain "old-time" passenger extra full of vets and families on a round trip to Whitehall and back. He was nice enough to tell me about it only hours after it had gone back east towards Rutland. I could have strangled him.

I asked him what the engine was, and he said Green Mountain. My, what great help that was. When I asked what the engine's number was, he answered that he didn't notice. I then asked if he failed because the train was full of women in

bikinis, for if that was the case, he was to phone me immediately at all risk to life or limb. Thus, I was reduced to drawing him a picture of a GMRC geep and then a picture of former Rutland RS1 #405. He picked the 405 as the culprit. Unless my artwork, or Bill's eyesight, or both are bad, the 405 apparently visited D&H territory. Of course, Scott Whitney would know more about that, but I certainly missed a tremendous photo opportunity.

Steak and trains?

Early in May, the D&H depot in Poultney, VT officially opened once again for business. I wouldn't expect a train to roll into the station anytime soon, but the ambiance is certainly there. During the 1950's and 1960's, it was a snack bar and soda fountain; one could eat in or eat outside. By the 1970's, the station housed an antiques vendor. By the 1980's, it was home to an apartment. From the late 1990's until now, it had been vacant, but today it's a steak house. I've mentioned the changes of its use and the ever-changing look of its interior and exterior in past columns, but I can't comment enough on how great it looks today; it's better than original. It looks very sharp. We have yet to dine there, but will soon. Perhaps this could be a future luncheon spot?

Salvage

Last month I had a 3-week adventure without pay to save hundreds of tons of heavy equipment from the torch. I wound up owning some of it, plus storing units for other buyers. My gravel pit looks like a 1950's construction museum, with old cable shovels, crane booms, an old truck crane; ancient dump trucks, old crawlers, you name it. I'm talking major "oversize load". Between trucking costs, over-width permits, time and money out the door, busted knuckles and an already busted back, I've had it. So, does anybody out there need a place to store some D&H RS3's or S4's? I'd rather have some 3000's and 4000's burbling about instead of old Detroit's, Caterpillars, and IH's. All I need is a mile-long spur to reach my place from the former D&H Rutland branch to go into the rail storage business. The best part is that the NIMBYs would never know it; my 200+ acres are mostly surrounded by dense woods.

JB's dreaded reply: The Bulletin last month listed May 29-30 for a Mass Bay RRE excursion special, running Bellows Falls - Rutland - Whitehall, NY. This is pretty

certain to be what Joe's friend saw. Perhaps Joe should read the Bulletin more?

As for the Poultney depot, is there room for a program and speaker?

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Welcome Aboard!!

by Barbara Bachorz

If you know some fellow railroad enthusiast(s), or D&H, Soo, CP Rail or other railroad employee or retiree, etc., who might like to look over their own copy of the *Bulletin*, please let us know. Just drop us a note with their name and address; we will see to it that they receive the next issue of the *Bulletin* as a free sample.

We ask all readers of this publication to be on the lookout for new members. Only with continued growth will we reach the critical mass necessary to undertake even bigger and more ambitious projects in the future.

Continuing in the proud tradition of D&H firsts, your BLHS was the first rail enthusiast society to have its own home page on the Internet. Even the D&H's own historical society makes history!

We would like to "Welcome aboard!" these new members:

John Bourgeois, Schenectady, NY

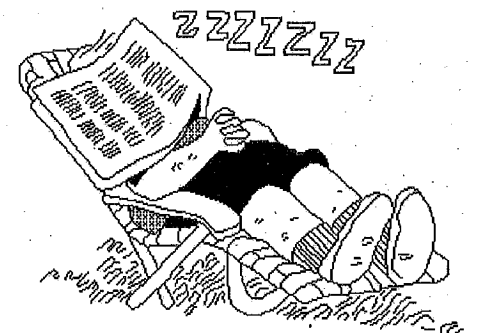
Gerry Charles, Queensbury, NY

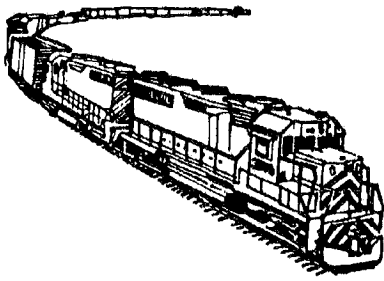
Robert Drake, Stony Creek, NY

Dave McKenzie, Olympia, WA

Charles Perkett, Dallas, TX

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Local Wayfreight

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

I have just finished framing up two of **Tony Steele's** highly-detailed 150th year commemorative D&H maps, spanning the years 1823 through 1973. The maps are 16 inches by 39 inches, printed on 60 pound archival paper with an anti-fade coating, are an excellent reproduction, and are available now through our sales office. The sections of the railroad are dated with the appropriate years of service, as well as connection roads with lesser emphasis. These are fantastic, and I think I bought the first copy.

I had been doing photographic framing for many years, having operated a freelance photography business. The glass I had used to frame these maps came from a warehouse in Long Island, where I traveled last year to make a large glass purchase for a considerable discount when my local dealer refused to sell any more glass at discount (local retail framers complained that I was selling too cheaply and thereby undercutting them). When I opened the packing box with the glass in it, I discovered all six sheets of 32" x 48" glass were cracked diagonally. A crew of flunkies loaded my truck in a driving rainstorm while I was paying the bill. This damage did not happen in my care, but there is no recourse without a trip back to Long Island, and I expect this would fall on deaf ears anyway.

Out of six sheets, I was able to salvage large enough pieces to use for the two BLHS maps and my personal map. I had finished the two BLHS maps and they were setting flat on my work table, when I went off to make up dinner. After "eats", I returned to the work room; woe is me, I saw a crack developing from the factory edge on one map. In all these years of frustrating glass work, I had never seen a crack start from a factory edge. This was really distressing, as now I had to use my piece of glass that I had set aside for my map.

I also was distressed to see how easily I cut my fingers when handling the glass. When I was in steelwork, my real vocation, my hands were apparently a lot tougher. Hanging around the Mad Dog

Kennel all day is turning me into a softie. Which reminds me of Marcella's Restaurant; they have really great soft ice cream cones. I'll be right back - hold that thought!

Guilford gang

The May 21 MOAY with engine MEC 517 had a bad radio day. You've heard of bad hair days; well, here's a bad radio day story. Radio problems are seemingly pretty rare, and it's interesting being on my end, hearing both sides, but with both unable to hear each other. The D&H North End Dispatcher tried all five local wayside radios, but could not get through to the Guilford gang. Meanwhile, the Guilford crew was trying to reach the D&H dispatcher, but he was unable to hear them. The crew finally changed out their radio, swapping it with the second unit, and all was well on the Bridge Line.

Perhaps it was some magical force connected with the Magic Triangle when local police called both railroads (D&H and Guilford), to tell them the crossing gates were stuck down on Blue Barns Road (only one gate was malfunctioning). Local police seem totally baffled by the three crossings in close proximity to each other, and have never been able to figure out what railroad owned which crossing, so they solve their problem by calling both. Both railroads dispatched maintainers to their crossings.

On May 23, a loaded coal train came off the D&H onto Guilford territory, parking at the Ferry Street milepost (MP 464). At 0842 hrs. the next day, a new crew boarded the NS 9381, which had been parked at Ferry St. On inspection of the train, the conductor spotted a badly broken drawbar head; not the drawbar, but rather the entire framework that holds the coupler drawbar. None of the parties involved had ever heard of this happening, so there was quite a bit of conversation to get the exact condition of the damage correct. The crew could not foresee a trackside repair as a possibility. My guess was that the dispatcher would send a man from his car shop to examine the damage personally, and make a determination as to how to make the necessary repair.

Down Mexico way (from personal observation), they would bring up another similar car and transload it by hand and backbreaking labor, then either push the car over a handy embankment or scrap it on the spot; I've got video to back up one such incident.

In this case, the loaded coal train stayed at Ferry Street, while the crew taxied to Eagle Bridge, where they picked up train MAU-25, an empty coal train already parked there, with two engines and 92 cars.

Still more Guilford woes developed at 0910 hrs., when the AYMO with engine 501 stopped somewhere around Ferry Street when the conductor spotted a TOFC with a collapsed trailer. The trailer's broken back, depressed in the center, may have come from an overload or a poorly positioned load.

Alaska or bust

Shortly after finishing this column, I will head out for yet another great trackcar adventure. This time I will spend 11 days on the rails in Alaska. I will be riding with another guy so that I can produce a video of the trip, and will be absent from the kennel for at least a month. I will wrap up the Churchill, Lynn Lake adventure from last year with this issue.

The Hudson Bay Railroad (continued)

After watching the polar bear roll over and do tricks from the secure womb of our "tundra buggy", we set off for the Beluga (whale) tour, which coincidentally was also operated by our Lazy Bear Hotel host. We had a variety of select boats to choose for our whaling experience.

The weather had finally turned normal for Churchill, which means it was crisp with a sharp wind. I wisely selected a larger boat with a covered section and a wide windshield view that would keep us out of the raw weather. Unfortunately, the larger boat also put us higher up from the water level, and we did not have the up-close-and-personal experience with the whales we had on our first trip, years ago.

I was invited up to the crow's nest by the captain, and was treated to an expansive albeit brisk view, which was more than hard to physically take. Not only do I have a tendency to get motion sick when looking through a viewfinder of a swaying crow's nest, but the wind brought tears to my eyes. Being a genuine photo nut, I opted to stay aloft and shoot video until I could literally no longer feel my fingers, despite my wearing gloves. The belugas are wonderful creatures and are exceptionally curious or friendly; I'm not sure which.

My wife took an express trip off the boat at the end of the trip, as she bailed out by simply stepping off the slippery bow onto a step box. It was a longer step than she calculated, and despite a crewman on the ground holding her hand, she fell, bruising her leg. Fortunately, the injury did not stop her from enjoying the trip, but it definitely was a problem for several days.

Our time in Churchill was short, and the next morning we were off early after the usual group photo session. The return trip was enjoyable running, and relatively uneventful. The clanking of our donated

trackcar wheel with the flat spot is still memorable to this day, as it was so loud that people complained they couldn't hear my voice on the radio over the clanking.

I have now found a rather time-consuming method of resurfacing the wheels, utilizing a grinding process to restore the necessary contour (taper) to the wheel, which keeps the car centered in the gauge. One BLHS member has told me to bring a wheel to play with on his lathe, which will surely be lots easier than my poor man's method. I road tested the recontoured wheel on last year's run from Ottawa to Clermont (along the St. Lawrence River) and return. They performed very well, almost as good as a brand new \$150 wheel (includes shipping cost). I am looking forward to seeing if a lathe can be used for my purpose, giving an easier end result.

Back to the trip.

There was a bit of excitement as we neared Thompson on July 12. I saw a dense whitish smoke hanging about 300 to 500 feet off the horizon. I had seen this before, and suspected it was burning spruce, which meant a forest fire ahead. I had mentioned it on the radio that it looked as though we would be heading into it; I wasn't sure, since this section of the railroad had many curves and we could have ended up heading away from it. My suspicion was correct: a forest fire was coming toward the community of Thompson, and that could mean big trouble for our group. As we arrived at our motel, it appeared the smoke was blowing away from town, but by dinner time it was drifting heavily into our area. My wife, Cindy, has asthma, and the smoke could cause some serious problems for her. We put our air conditioning on recirculating in our room, and put wet towels over the intake, which seemed to work very well at keeping the smoke out of our room. The next morning, the air was clear; the fire had changed directions, bypassing town.

The trip was most enjoyable but uneventful returning to The Pas, except for dropping my radio while unloading at the train station. (It was subsequently repaired with no labor cost by a veteran railroad employee who took pity on the electrically-challenged Mad Dog. It would short-circuit many hot tips I get from him, so he must remain anonymous, but on behalf of the BLHS and the e-groups for which I report sightings, my heartfelt thanks!

Mad Dog accepted!

After the trip, I was invited by Brian and Virginia Lundie to stay with them at Cranberry Portage for a few days. Brian said it was bad timing, as he had to work his job as track supervisor on the Lynn Lake Sub. To me, this was a railfan's delight, as I was able to spend two days

with him "on the job" while he inspected the track all the way to Lynn Lake and back, with an overnight in the crew quarters with a gang of moose hunters and trappers, so the stories went well into the night; the carcasses were piled deep by the doorway so no one could leave the premises. I was very well accepted by the guys as a faux railroader; if I was a friend of Brian's, I was an okay guy.

While running a trackcar inspection tour in Brian's HBR high rail truck at 10 mph for 12 hours may sound grueling to most, to me it was a wonderful opportunity to hear endless stories about the wildlife and natives, and we were able to see loads of animals. Along the right of way were river otters, fishers (fisher cats), black bears, moose, bald eagles, and plenty of natives, whom we stopped to talk with. Brian even took orders for snuff and tobacco for a return trip drop-off.

At one cliff overlooking a small river, we crawled out for a look over the edge. There were three bald eagles standing on the rocks about 200 feet below, apparently engaged in fishing.

Back to the train

For the last 25 miles of the return trip, I rode the locomotive cab of the passenger train, which coincidentally runs about 12 to 18 mph depending on curves, with Brian following at a respectable distance behind. While the engineer was definitely attentive to his train, he was able to carry on a conversation about moose hunting, the favorite local subject.

After this trip, we brought a couple of biologists to a lakeside wilderness cabin along the right of way, where they were to study Caribou movements for the summer, which seems exceedingly interesting to me. Another day was spent securing prearranged permits for the border crossing we would soon be making. If you want to import animal hides, the permits must be acquired before arriving at the customs station, or the hides will be confiscated upon your arrival; they are never returned, which I find incredibly unfair and unjustifiable. The customs agents are just like little gods that *must* be appeased, or else. It took a full day rounding up the permits and authentication, with Brian's help being indispensable.

Brian was selling us one of his numerous prized wolf rugs at his tanning cost, which was a terrific gift to us. This wolf was the size of most of the Adirondack bears I have shot and eaten with relish and delight (150 lbs., give or take a pound or two). He had room for only one on his wall at home, and he had trapped a much larger wolf, which came in around 175 pounds. How would you like to have that stalking you here in the Northeast?

Some lunatics have been trying to get the conservation departments to reinstate this species for several years now. We tried hard to rid ourselves of this unwanted and dangerous predator, and were successful. Now, through misguided intellectualism, the fools actually want these things back here living with us.

A visit to Winnipeg

We were successful in locating my Indian friend, Colin Sinclair, who was in a Winnipeg hospital awaiting amputation of one leg due to the untreated symptoms of diabetes. Why untreated? It was because of Canada's national medical system, a clone of which Hillary Clinton tried to jam down our unwilling throats "for our own good"; it simply doesn't work. In this case, by the time Colin was able to get to see a specialist concerning his diabetes, it was too late for anything but amputation. There is a special hospital ward for exactly those people who have been victimized by what Hillary termed, "the best medical system" in the world.

We apparently were able to bring great comfort to Colin in his time of desperation, where he was totally isolated and curled up in the fetal position when we walked into the room. We took turns sharing biblical words with him, which gave him great and, I might add, lasting, comfort. We left after several days of visiting, after getting a local Baptist church to try to tend to his needs until he was shipped off to who knows where. The previous winter he had his other leg amputated, as well as a couple of fingers, and he was being fitted with two artificial limbs. As it stands now, we have lost touch with him, which I believe is because he has gone to an Indian reservation just north of Winnipeg, but he may also have passed into the other life.

On that sour note, my truck is loaded, my lunch is packed, and I am off to Alaska by way of Pottstown, PA. I will leave as soon as I can e-mail this to the Bat Cave.

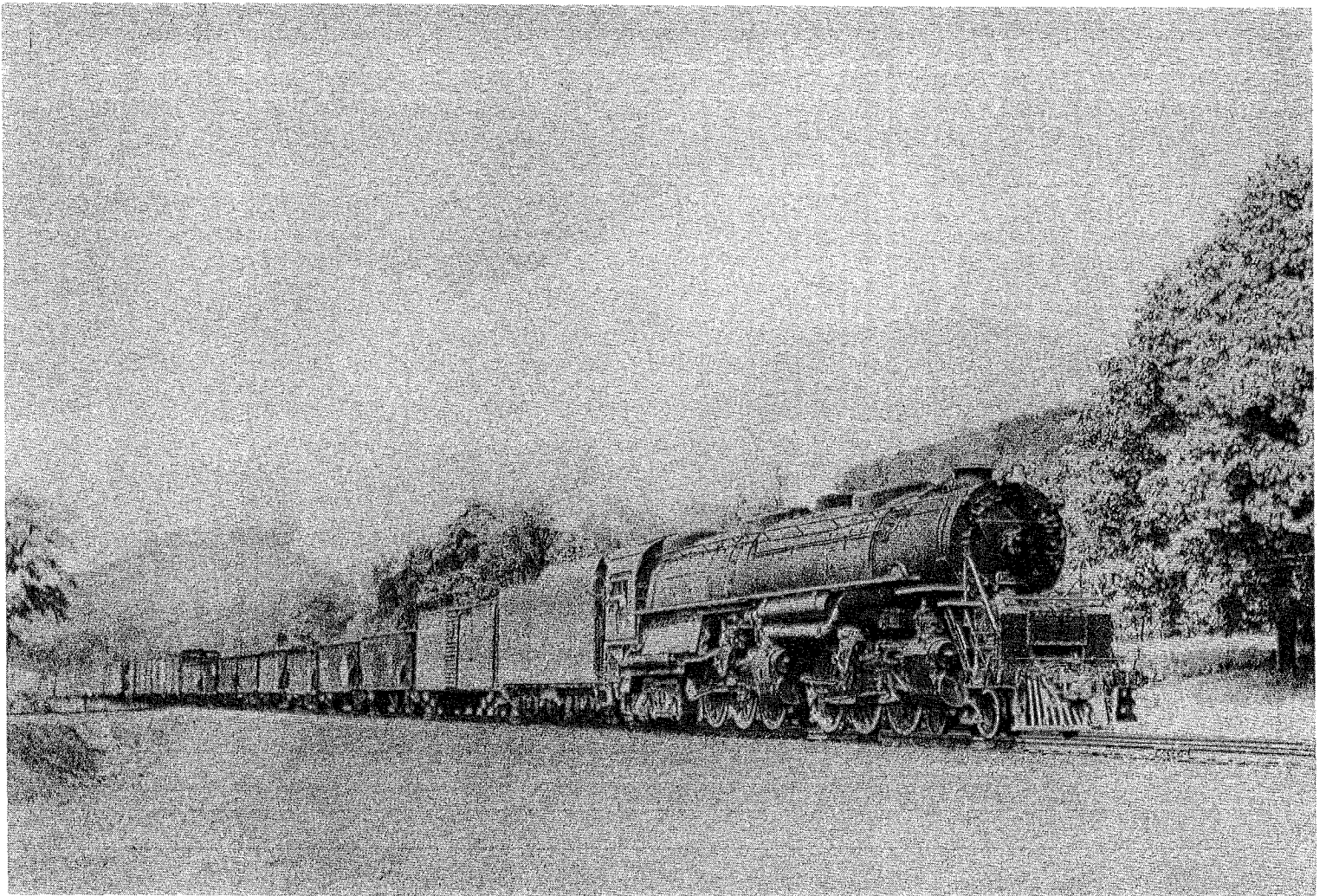
And remember the Mad Dog's wisdom, folks: "The grass is always greener on the other side of the fence...but it still has to be mowed."

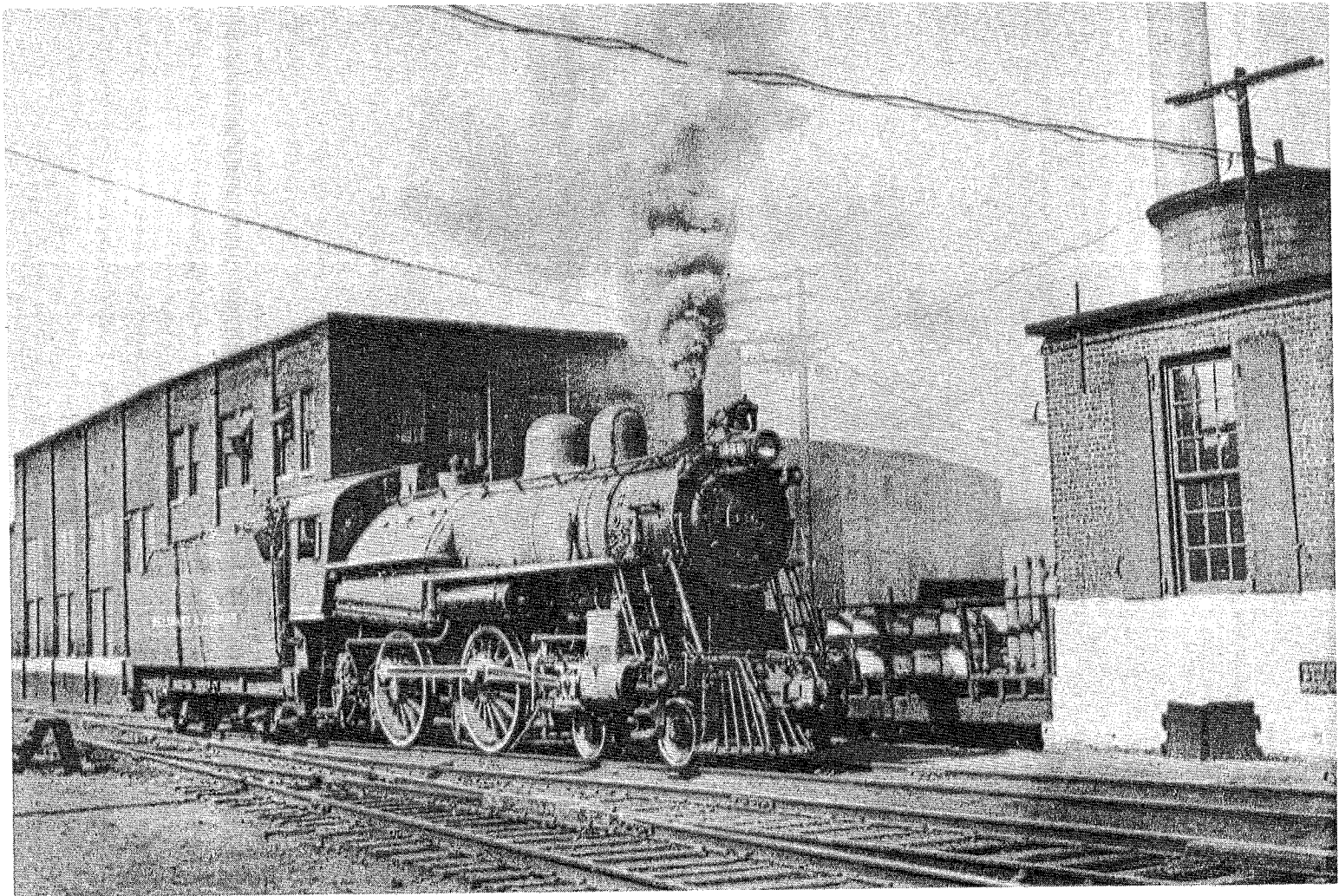
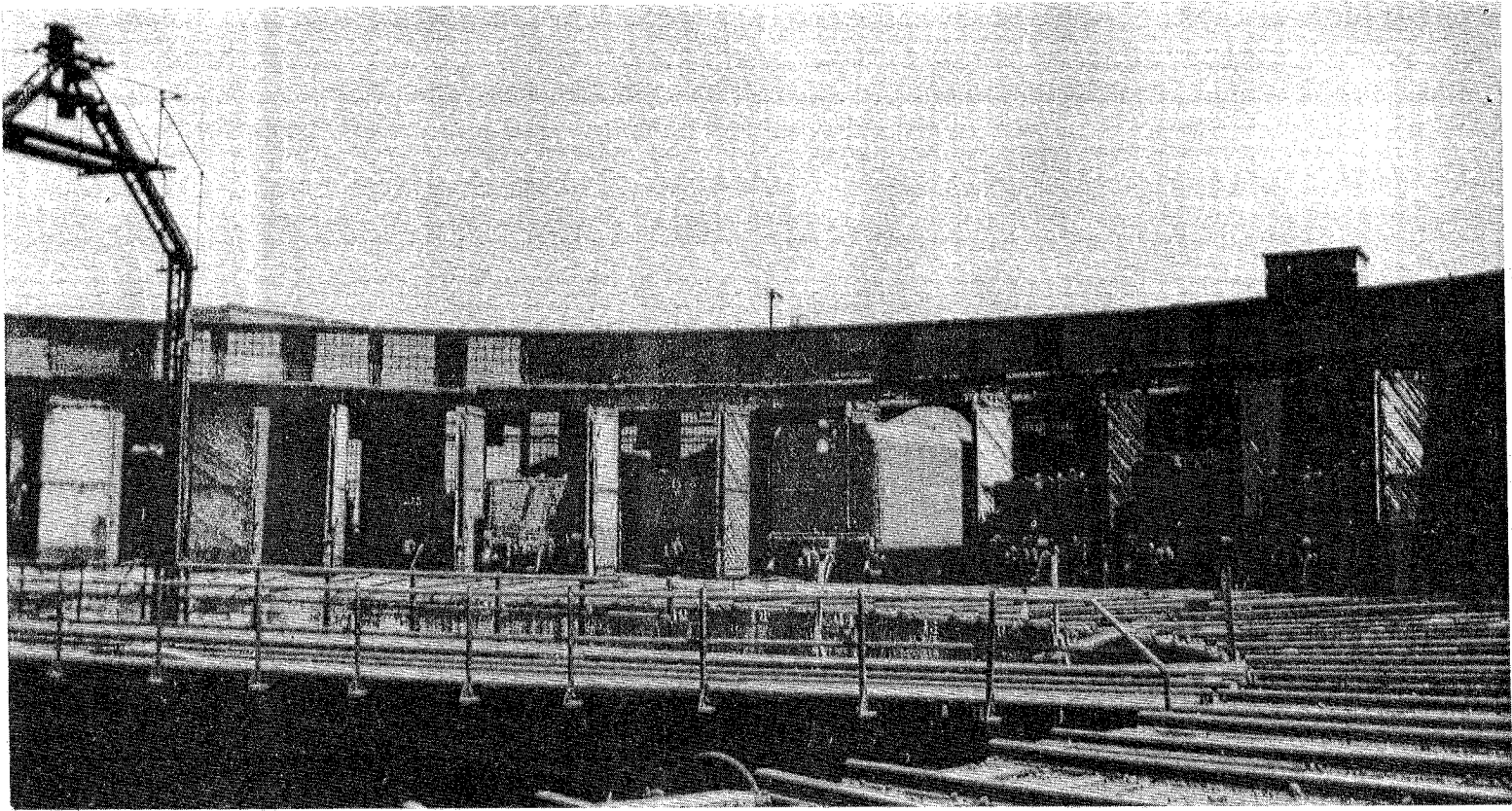
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Photos on page 11:

Top: A brace of Aleo C628's pushes on a D&H manifest freight, northbound at Uniondale, PA in the mid 1970's. Photo by Robert K. LaPorte.

Bottom: Over three hundred tons of metal, coal and water, in the form of a D&H Challenger, pull a mixed consist through Lanesboro, PA on May 29, 1949. View from J.R. Quinn Photos, collection of Jim Bachorz.





"It is crunch time"

What is the most significant challenge facing the railway industry through the next 20 years? In accepting *Railway Age's* Railroader of the Year Award on March 23 in Chicago, Canadian Pacific Railway President and CEO Robert J. Ritchie defined it as "adequate additional investment in the network."

"This is our burning issue", said Ritchie. "As leaders of this industry, it is one we must attack now - just as we attacked the over-regulation that hampered us through the '60s and '70s." Railroads, he said, must play "a pivotal role in supporting the development of the North American economy." To do that, the industry must "develop and articulate a long-term vision".

Surface freight transportation requirements will likely double over the next 20 years. "Our network of ports, railroads, and highways must keep pace with this growth to ensure the efficiency, the productivity, and, therefore, the world competitiveness of our economies", Ritchie said. "The reality, however, is that this infrastructure is already stretched. On too many railroads, at too many places, we have to make do with terminals that are too small for today's trains, and long stretches of congested single track with inadequate capacity. We must avoid a future of the rail mode being boxed in by the slimmed down network we have inherited from another era."

The key question, said Ritchie, is this: "Where is the money going to come from to improve and expand the North American rail network? We shouldn't be the only ones concerned about this, because the broader economy surely will be affected by the limitations of the network. Few outside our industry, especially policy makers, understand this."

Though he acknowledged that the industry has not been standing still ("North America is one of the few places in the world where there is an integrated railway

network in private hands that runs safely, efficiently, and does not seek one cent from those who do not utilize it"). Ritchie said that what's been accomplished since deregulation more than 20 years ago "is not enough. Those billions of dollars we have invested in the last 10 years on equipment and infrastructure are only allowing us to improve our networks slowly and incrementally."

Ritchie pointed to the railroads' "historic store of capacity", which he said "is being depleted, sometimes with the consequence of deteriorating service. The time is approaching when we will have to spend heavily on the network to grow. If we do not, I fear that we will, at best, be marginalized. At worst, we could lose control of our right-of-way as we could be categorized as incompetent administrators of a national asset."

The importance of rail could continue to diminish "unless our industry finds the formula that allows us to invest more in our networks", said Ritchie. The investment level should be high enough to achieve "real service improvements and support significantly greater volumes. Rail is growing, but not as fast as trucking. As network limitations increasingly pinch our capability, the gap will widen further."

The cause? "Short-sighted public policy, something the railroads have lived with for decades", said Ritchie. "But now that we are bumping up against the limitations of the network, it is crunch time."

Ritchie pointed to "outdated regulatory and taxation policies that siphon money away from the railroads" and "modal choice distortions that have been bred by public policy that has not required full cost recovery from the users of publicly funded roads". As result, railroad infrastructure modernization hasn't kept pace with that of highways.

Calls for re-regulation? "Shippers need to understand that both their legitimate and perceived service problems are not caused by 'not enough competition',", said Ritchie. "The problem is 'not enough railroad network capability coupled with and caused by artificially-supported highway-based services'."

It will fall to the industry's up and coming leadership "to be far more successful than we have been in convincing public policy makers that rail is the safe, environmentally friendly, least-cost solution to a greater proportion of this continent's infrastructure needs", Ritchie said. "The formula we should be aiming for is, 'increased investment = increased network

capacity = improved service and more efficient transportation overall'."

One solution that government must consider is "user pay schemes, which mean those who use public infrastructure pay for it", said Ritchie. "People who use trucks are subsidized. People who use railroads aren't, and that's creating a problem." However, "I do not see a solution coming in time for the railroad industry to get the capacity in place for the demands that will be placed upon it. So, in the absence of immediate public policy reform, we need more public-private partnerships [P3's] for the railroads, to help them fill their funding gap to prevent a drift into a marginal role for our industry."

Public-private partnerships, Ritchie said, "will work only in a transportation marketplace that is not distorted by public policy. However, as long as the marketplace is distorted, there has to be a way for railroads to become eligible for public funds when rail-based solutions are the best ones for the public. At the same time, this public expenditure cannot be allowed to undermine the private-enterprise ownership of the industry that has produced great benefits for the economy. Some people are against P3's because they are concerned about opening the door to government involvement in our business. I admit that this is a risk. However, the emphasis of P3's is on partnership. Through P3's, railroads pay for the benefits they receive and the public for the benefits it receives. P3's are not the perfect solution. The perfect solution is a better, fairer balance between the modes. But let's accept the interim solution while working for the perfect solution because if we do not, the consequences for the industry are far riskier."

Railroads need to "become part of the agenda of every state, provincial, and federal government in the NAFTA zone, so that when they plan expenditures for transportation, they come to us for rail-based solutions", said Ritchie. "To do that, we need a North American summit involving the rail industry and the federal governments of Canada, the U.S., and Mexico to discuss the challenges and the solutions that will support the growth of NAFTA trade well into the 21st Century. I believe all of North America's railroad leaders and shippers need to work together and use our collective clout to make such a summit happen."

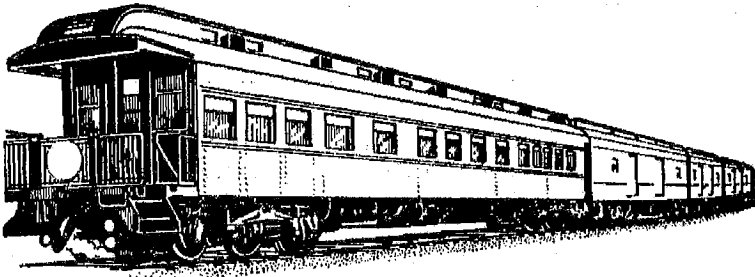
(Reprinted from the May, 2004 issue of Railway Age magazine.)

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Photos on page 12:

Top: This across-the-turntable view of an unknown D&H roundhouse shows a wide variation in tender sizes, ranging from what appears to be a Challenger to the small yard goat variety switcher. From Trackside Photos, collection of Scott Whitney.

Bottom: D&H 4-4-0 #446 clanks around a yard after getting a fresh load of anthracite. We're guessing Carbondale, PA. Photo from Cal's Classic Photos, collection of Jim Bachorz.



Open Platform Observations

by *Stephen T. Wagner*

CX: "Where are we going?"

That was the question asked by an older woman on an outbound Fitchburg Route train one evening early in May. It was prompted by the conductor's announcements for the Hastings and Silver Hill stops. Evidently she wasn't used to riding on what BLHS'er Charles Ricci and some of his friends call the "local local" trains that make all stops, even Silver Hill, which the timetable lists only in a footnote.

Under the same system of informal nomenclature, an "express" train skips many stops, but an "express express" train has no scheduled stops between South Acton and Porter.

There's another reason for that question here, however. Most of this column cites sights I've seen recently in San Francisco and Scotia.

Thrums above the Mohawk

I accompanied my wife on a business trip to San Francisco in mid-May, and was happy that the weather was clear enough to allow me to see quite a lot on the ground as we flew there from Boston and back. I saw Schenectady (and Buffalo, and the Great Salt Lake) both ways. A particular highlight of the return trip was spotting the Delaware & Hudson's Mohawk Yard, a little north of the river it was named after, and practically next door to what I learned later was Schenectady County Airport.

Transit heaven

I think the only railroad train, strictly defined, that I saw within San Francisco's city limits was a CalTrain in a striking, modern paint scheme. It had carried commuters to a very minimal station at the same location as the old Southern Pacific Fourth & Townsend terminal, which must have been leveled.

I'd seen one geep still in the SP "bloody nose" livery between the airport and the city, along with some refrigerator cars. But the old belt railway along the Embarcadero, which I'd seen in 1964 when it was still serving active waterfront businesses, was gone.

However, several modes of public transportation appeared to be thriving.

First, the unique and justly famous cable cars, still running on three routes. (The whole system had been shut down for reconstruction the last time I'd been in town.) I reveled in riding one of them, properly hanging onto the side

where I could watch the grip man and converse with him when he wasn't busy.

PCC cars (streamlined streetcars designed in the 1930's), wearing liveries from several cities that actually had them, were running from "the Castro" along Market Street and then along the Embarcadero to a point near Fisherman's Wharf.

The one I rode was painted in the old Boston Elevated colors, though like most of the others it actually had served for decades in Philadelphia.

I had forgotten that stepping on the steps in the rear stair wells on Philly's PCC's opened the doors. In Boston, many of us have found that standing in the stairwells on those and more recently built trolleys, gives some relief from the frequent overcrowding.

I was astounded that one gaudy bright blue and yellow scheme had been used by the San Francisco Municipal Railway itself; I was gratified that at least one PCC car still wore what I considered the standard Muni dark green and cream colors (like the one at the top of Dick Silber's "Traction Action" columns).

One of my brothers, who works in the city and knows it well, pointed out an orange veteran trolley car from Milan, which looked narrower than any U.S. streetcar I'd seen. I gather that, in addition to the Italian antiques, the Muni operates at least one ancient car from its own past and others from Lisbon.

I got only a glimpse at the modern, articulated trolleys that run under Market Street, reaching the surface at the other side of Twin Peaks. (San Francisco transit people, like Boston's, avoid calling them Light Rail Vehicles, because of bad experiences with the Boeing LRV's a couple of decades ago.) I didn't see any BART trains (modern, heavy rapid transit, running from several East Bay locations to the airport via downtown S.F.) at all.

But I did see more trolley buses than I've ever seen before, including many articulated ones. These are all designed by Skoda in the Czech Republic. The Muni also operates articulated buses.

Super Steel

The scheduling of the BLHS tour of Super Steel Schenectady at 10:30 a.m. on Saturday, May 22 gave me an earlier deadline than usual for arriving in the Capital District. For once, I didn't try to do some railfanning en route, but used the fastest highways I could. After a stop for "coffee an'", I made it from Stow, MA to downtown Scotia in three hours flat. I actually had time to visit The Model Railroad Station, where I was delighted to buy a replacement for the engineer's cap I'd lost on a commuter train last year.

About 28 BLHS members were led through the Super Steel plant by a manufacturing engineer named Chris, along with BLHS director **Dean Splittgerber**. We saw inverters (a type of electrical converter) in various stages of assembly for Mitsubishi, and the bodies of light rail vehicles destined for Denver and St. Louis, being made for Siemens. U.S. "domestic content" requirements apparently are responsible for the foreign firms' having this done here. (That probably also accounts for the fact that the Skoda-designed trolley buses with low entrances that are entering service on the T have been assembled by Neoplan USA in Colorado.)

We also saw parts of a Rohr Turbo-liner being remanufactured for N.Y. State and Amtrak. The original French assembly varied very considerably from the drawings, so that each car is unique. Pre-Eli Whitney technology, in a way.

BLHS luncheon

Immediately after the tour, the group repaired to the Turf Tavern for socializing, lunch and a D&H-related talk. **Barb Bachorz** checked off names and **Dori Moore** handed out tickets for the door prize, an Atlas HO D&H U23B locomotive from the latest run, kindly donated by JP's Trains of Latham. About fifty people partook of the meal. Before sitting down at the tables, we had plenty of time to chat.

Len Kilian told me that he and **Jim Odell** were preparing a book about "Mr. Alco", the late George Hockaday, for Morning Sun Books. It will contain some amazing slides Hockaday took during his career with Alco, the Monon, the D&H, and as a consultant to short lines using Schenectady-built diesels. Len and **Jeff English** are also finishing Volume 2 of the "New York Central Color Guide to Freight and Passenger Equipment".

Dave Roberts brought copies of the new, full color historical map of the D&H that **Tony Steele** had drawn in 1973, which the BLHS has now reproduced. They look great.

Bob Moore and I discussed some of the pitfalls of writing columns - the specifics

of which we'll maintain as secrets of our brotherhood. I should have told him that if he adds any more "MMMMM"'s to his name, some of us older folks are apt to confuse him with the Campbell kids. But I didn't think of it in time.

Barb Bachorz introduced the BLHS officers, directors and columnists present; I finally got to see what **Gary Schermerhorn** looks like, though we didn't have a chance to talk.

Bob Lowe gave the invocation. The meal was delicious.

The D&H to Utica and Rome

Our guest speaker, John Taibi, had provided printed chronologies of the Utica, Clinton & Binghamton RR and the Rome & Clinton RR, little-known lines which the D&H leased "in perpetuity" in 1875 and even operated for some time. (Note that Clinton is far from Clinton County, in which the D&H had considerable trackage north, south and west of Plattsburgh.)

The two lines were linked to the D&H proper by the New York & Oswego Midland. After that road was sold and re-named the New York, Ontario & Western, the D&H subleased the two lines to the O&W, which ultimately bought them in the 1940's (with more help from the D&H). The chronologies were based on Taibi's book, "Rails along the Oriskany", published by Purple Mountain Press.

Taibi is an expert on the O&W. He also owns the former UC&B depot in Munnsville (part of Oneida), has restored it, and lives in it. He commented, "Thank God trains don't run past any more, because my wife wouldn't let us live there [if they did]". Unfortunately, the slides he showed didn't include one showing the present appearance of his house in what had been a station.

Taibi mentioned that in the late nineteenth century one "groundsman" maintained the considerable landscaping at all the stations on the O&W's Utica Division and on the main line as far as Norwich. Somehow I'd always assumed that this would have been part of the duties of the agent at each station.

He showed a lively sense of humor, as when he characterized Deansboro's adjacent railroad station, feed store, milk station and coal dealership as "an early strip mall". He explained that in a really small place like that, one man would have to run all of these businesses, all to make ends meet. Moreover, the first agents appointed at new stations didn't know anything about railroading, but were appointed because of their local and/or political influence. Noting that the only building in an old photo that's still standing is a church, he mused, "Why do churches

survive when railroads don't?" If the **Reverend Walter Smith** had been there, he might have provided an answer.

When Taibi showed a slide of the old Utica Knitting Company mill in Oriskany Falls, now owned by Tyco Industries, he said that when he asked a local woman what people called the building now, she replied, "People here still talk of 'going to work at the mill'." "The mill" is precisely what older residents of Maynard, MA, where I live, call the huge complex that belonged to the American Woolen Company, and then to Digital Equipment Corporation for decades; it now houses various tenants under the name of Clock Tower Place.

Moving south from the Utica and Rome lines to Hamilton for the sake of a good story, Taibi added a new detail to one of railroading's most unusual wrecks, namely, the "flying" diesel that demolished a coal trestle when someone left the facing-point switch lined for the coal yard and the engine crew didn't notice that during a night run. It turns out that local kids thought of the accident as the "chocolate wreck", because six of the cars that derailed were loaded with Crunch bars from the Nestle factory in Fulton.

A treat in Watervliet

Attempting to find JP's Trains on Troy-Schenectady Road in Latham, I drove too far east and found myself driving downhill toward the Hudson. As I endeavored to turn my car around in a maze of one-way streets, I thought I saw a locomotive headlight to the south. I parked my car out of the way and got out my notebook in time to watch CP SD40-2 5670 (in fading CP Rail paint) and Soo SD40-2 6601 (candy-apple red with slanted Soo) pull a freight northwards.

The train comprised seven boxcars, nine covered hopper cars, two autorack cars, two empty center beam flatcars (including CBRV 1833, white with red lettering and brown Plum Creek lumber logos, which I've seen in Cambridge), and at least 24 tank cars. Fifteen or more of the latter were white cars with hoses linking them; at least two had large Tank Train logos, eight had small ones, and five had no logos at all.

Two of the boxcars were purplish maroon 50 ft. exterior post types with two doors per side and SLC reporting marks; the 40644 had Youngstown doors and the 40536 had Pullman-Standards. I didn't notice whether either had a Montreal Maine & Atlantic herald. A string of three oxide red Bangor & Aroostook 50 ft. exterior post boxcars with one plug door per side wore road numbers 5876, 5975 and 5895. QGRY (Quebec Gatineau Rail-

way) was a restenciled green CP National Steel Car 50 ft. newsprint car.

Obviously, the train was coming from Kenwood Yard in Albany, but I don't know if it was going to Saratoga, Whitehall, Montreal, Mohawk, East Deerfield, or Binghamton. My guess is that the TankTrain cars, at least, were destined for Vermont. What do you think, guys?

Return to Saratoga Springs

After the talk, I drove north to get a look at the renovated Saratoga Springs passenger station. The artwork is very attractive - in fact, I think I'll bring my wife (who was an art history major) to enjoy it and the many grand old buildings in the town, more than 1,000 of which are listed in the National Register of Historic Places.

The young station agent turned out to be Stan Zeh (son of the late Walter Zeh). He had some HO D&H models in the ticket office. In another office he had enlivened the walls with pages from a D&H calendar featuring **Jim Shaughnessy's** photography, published in the 1980's by Tony Reznak of Wilkes-Barre.

Stan told me that the brick D&H freight station in Saratoga Springs still exists, used by several businesses. Can anyone specify its location?

I stayed at the station until the north-bound *Ethan Allen Express* arrived a few minutes behind the advertised, with a dinette and three coaches.

Homeward bound

After supper at the Weathervane seafood house in Saratoga, I followed Route 67, which more or less paralleled Guilford's Boston & Maine main line from Mechanicville to Schaghticoke and Hoosick. I saw the tracks and some fairly impressive bridges, the derelict tower at Johnsonville and the dilapidated depot at Eagle Bridge, but no freight cars, locomotives or trains.

By the time I reached southwestern-most Vermont, it was so dark that I could barely see low clouds or fog on the mountains. Those nebulous phenomena should have warned me against proceeding east from North Adams, MA, on the Mohawk Trail for there was indeed fog on the mountain pierced by the B&M's Hoosac Tunnel. Visibility ahead was drastically reduced and I had to drive very slowly. Fortunately, no one was behind me on the road and the traffic coming toward me was light. I got home around 12:08 a.m. Sunday.

Extra work in the real world

Finding little railroad action at Ayer on the morning of Saturday, June 5, I pro-

ceeded west to Gardner. No locomotives were within sight or hearing, but I did see some hoppers loaded with coal, obviously having been dropped off by the Providence & Worcester for Guilford to take to the Mt. Tom power plant near Holyoke. They all appeared to be 100 ton cars; some were black with restenciled GACX reporting marks, while others were blue except for some panels repainted black with GCCX initials.

Although there were no more than a few dozen cars, no track in the yard could hold them all, so they were on at least two or three tracks. The same had been true of empty hoppers I'd seen there a few weeks earlier. That means extra switching both in dropping cars off and in picking them up. Sounds like "operation" on a model railroad!

Car shortage

On May 26 the Boston Globe reported something that could not have surprised any regular rider of the T Commuter Rail: for many weeks trains have been shorter than usual. Apparently the reason is that many coaches have been fitted with new wheels – a task that supposedly is finished – and others have been taken out of service because of needed repairs to their air conditioning. I can't remember when I've last seen a six-car train on the Fitchburg Route. The 5:30 p.m. outbound express from Porter Square has been so crowded that I've often chosen to take the substantially slower 5:40 local in hopes of being sure to get a seat.

Other aggravations

Given that May is not known for bad weather, the Fitchburg Route seems to have had more than a reasonable number of problems. Motorists crashing through crossing gates have delayed trains. Failing locomotives have delayed trains.

And a new source of delay, for commuters if not their trains, has developed. Arriving at Porter Square one early evening just a minute or so before my train was due, I discovered that the stairway to the Commuter Rail platform and the "plaza" around it had been blocked off for reconstruction. I was going to have to get across Mass. Ave. despite heavy traffic and take the long way around down to the platform, or else go around to the other side of the main entrance to the subway station, ride down the escalator to the "lobby" and then climb two flights of stairs to the platform. I chose the latter and barely made my train.

A few days later I noticed a professional-looking sign stating that the usual stairway and the plaza would be closed for three weeks. Granted the paving tiles were

quite uneven, with more than a few missing entirely, but I think a crew of reasonably-skilled workers could probably do the job in about three days.

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Member News from page 3

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Swap Shop from page 5

be available only as an assembled car, and there would be no kit.

The July issue of the *Model Railroader* arrived in my mail box two days ago. It includes an ad from Red Caboose featuring the new coil car, ready-to-run (rtr) only, no kits. Please note that the ad says these cars are described as RTR; they are not described as fully assembled. If you read the fine print in the ad (as J.B. will tell you, a magnifying glass helps here), you will find the following: "Cars will come with weights for consumer to install", and, "Cars may have some small details that the consumer may need to add to model".

Apparently the cars were not complete at press time, since there may be details that may need to be added by the consumer. Also, apparently the list price of \$34.95 isn't bothering anyone interested in owning the cars. The first road name is sold out at Red Caboose and at Walthers, one of the larger distributors of model railroad supplies. I'm anxious to see these

cars in person, to see if I feel owning a couple is worth a hearing before the budget director.

So it looks like the trend continues: more assembled products and higher prices.

Bon appetit indeed!

Dori and I did make it to the BLHS Spring Luncheon. It was a real pleasure to be able to get together with folks we only see once or twice a year. The food was good, the company was good, the speaker was good, and the Thruway was just as boring as ever. We'll try to see you all again in September.

Remember that we skip a month for this column in August. That month, President **Chris Shepherd** will be producing another of his special issues. Now, you have no excuse for not rounding up all those rail-related goodies and sending your ad to the Swap Shop. Not enough time is not an excuse.

Until your ad appears in the September issue, may the Force be with you and yours.

Dreaded publisher's addition: Mean Mr. Moore, in his e-submission, noted a spot where the ad for the memory I had been selling should be inserted. However, he clearly missed the fact that the ad has not been inserted in HIS OWN COLUMN for two months now! Due to the rising price of computer SDRAM memory, the price will be going UP. (Unless, of course, you can find one of the old ads, and convince me that you should get a steal of a deal.)

We were happy to host the famous Moores at our humble 3-room Cape Cod-and-bat-cave residence during part of the week before and during the Spring Luncheon weekend. It seems Ye Olde and Ancient Prof is on the faculty advisory board of Excelsior College (or something like that), and actually deigns to come to Albany now and then. Nonetheless, we were delighted to have Dori and her spouse visit with us.

During July, the Editor and Publisher hope to take a vacation in some of the far midwest and west regions of this great country (gas price allowing, that is). I'm going to enjoy seeing her count the Rocky Mountain Goats (they're actually sheep) at Goat Lick Trestle, get fresh-from-the-orchard cherries at Flathead Lake, see the beauty as we cross Mullan Pass, observe the rail marvels of Windy Point on Crawford Hill, visit downtown Chugwater, and suffer with me on business side trips to Kimball and the platinum/palladium smelter at Columbus. We'll see you "after the break"...JB

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Encore for the battlewagons by Rev. Walter F. Smith

All spring I have been hearing about the pending visit to our area of a Canadian Pacific 4-6-4 pulling some of the vintage cars CP has so carefully preserved. A Bridge Line *Bulletin* exchange recipient from Montreal kindly sent me information. Railpace and other fan press magazines warned of the coming visit. Then our Editor sent me an e-mail. (That's as good as a marching order!)

So, on Friday May 28 when I packed my Bible and papers to go to church to conduct my weekly Bible Study and do my last minute Sunday preparations, I also took my scanner and camera, and Betty packed us a lunch. The Lord's work done, we hopped the river, and at 1245 hours pulled up beside the CP yard office in Smiths Falls.

The train had been expected at 3 p.m., but fell behind; in the end it was close to 4 p.m. before it appeared.

As soon as we parked and began eating our lunch, CP container train 108 went east. When we came by, a local had been working at Bedell with a badly graffitied caboose in the consist. CP buggies once shone like a dollar and were among the best in the business. Not long after the 108 disappeared, two Via Rail jobs met in front of us.

I was impressed with how many people were already standing around the yard office and nearby Via Rail station. This train had received a lot of local publicity. I usually listen to the Canadian news on CBC, but this time of year the hockey lunacy dominates the airwaves and I had heard no reports about an unusual train. Clearly, plenty of other people had heard about it, and by 3 p.m. hundreds, if not thousands, of people were milling around the Smiths Falls depot. Amid the many

excited voices were some unmistakably Francophone. Some of the older men were retired railroaders, but there were young people too, and families with children. A few brought camp chairs. Anyone who had not brought a jacket was very sorry, however, for a brisk wind blew out of the west and voided any benefit from the sunshine, the first we had seen in the week.

As we waited, CP put on a freight show, a warm-up for the main event. A single level container train came east and seemed to take forever changing crews and getting started. All crews now wear visibility vests, so there was a great deal of dayglow orange coming and going. This job had SD40's, the trailing unit from Soo. As the crew dithered, another container train came west with a new 9500-class GE on the point and an SD90 "Supermac" trailing. This job cut off power, took ten OMYA tanks from the yard, and added SD40 #5787 to the point.

The crowd had grown uncomfortably large, and I could see why railroads become nervous with so many people around. The eastbound container train finally began to pull, but some of the waiting people were oblivious to the clanging bell and rush of steel. Two elderly men stood and chatted, well outside the yellow safety line, while beside them rolling death accelerated to 45 miles per hour. One misstep and we would have had a tragedy.

Almost at once, the westbound "Expressway", once called the Iron Highway, came in. It now rates three units and carried some 57 trailers. This is now the only CP train that handles highway trailers with bogies; other jobs have only containers.

The Xway gone, the westbound with the OMYA tanks backed down on its train and sat. Another Via job came north and crossed over, headed for Ottawa. Within a few minutes I heard, "chug, chug" and the headlight of the Hudson appeared to the west. A half hour earlier, some of us had moved down to the west end, where the passenger platform used to be. Everyone was standing back but hoping to get unencumbered shots. A CP cop appeared and told us all we must return to the dirt area near the yard office. Having driven us out, he disappeared; soon an entirely new group who hadn't been warned showed up and took our places. The cop never came back. I took my pictures of the 4-6-4 (and people's backs) from behind the fence.

I had been expecting the Hudson and maybe six or seven cars. This was probably influenced by an article in *Railfan & Railroad* about an excursion with these same cars and classic F units over prairie

grain branches a year ago. I was hardly prepared for the glorious parade that now rolled past!

Behind Hudson 2816, which had been polished to a fine shine, was auxiliary tender 35508. Trailing the steam were three vintage diesels, probably along in case the Hudson failed somewhere in the wilds of Canada. In order they were GP38 3084, FP9 1401 and F9B 1900. The latter two units have an interesting history, having been cast off to Via Rail and later the Nebkota; later, CPR purchased them for these vintage passenger trains. All three units were painted in the wine red and gray of traditional CP.

Behind the diesels were two unique cars carrying the necessary supplies and probably replacement parts for such a lengthy trip. They were 40175 and 29114, both rebuilt from boxcars. Behind them was a former Canadian Pacific baggage car, 96, now a generator car. This was one of those lightweight cars CP built before the coming of the *Canadian*. For years they were standard equipment on trains like the *Dominion*. Large vents were now where the forward baggage door used to be.

Following this were three former CP coaches of the same era, named "Dominion", "Ernest 'Smoky' Smith", and "H.R. Bowen", the latter with BCOL 1711 stenciled in one corner. This trio of chair cars was followed by heavyweight "Assiniboine", built in 1929.

I cannot say with certainty the function of all the heavyweights. They have been modified as company cars, and most have lounge and sleeping capacity. "Assiniboine" could have been a crew dorm on this train. Just behind it was another baggage-become-generator, 95. Trailing the generator were heavyweights "Mount Royal", "Killarney", "N.R. Crump", "Strathcona", "Van Horne", "Banffshire", "Royal Wentworth", "Craigellachie", and, carrying the markers, observation "Mount Stephen". The granddaddy of these cars was Killarney, which began life on the Florida East Coast in 1916 as a Pullman named (appropriately for our tastes) "Whitehall". By comparison, Mount Stephen is a kid, ten years newer! (Strathcona and Van Horne also have observation platforms.)

I now must confess to all the steam fans that as much as I admired the 2816, I was more bowled over by the consist. Words like "magnificent" and "classic" come to mind. I felt like I was standing in Sudbury in late afternoon about 1945.

With the train now parked in front of the yard office, I walked the length of it, bucking the crowd to write down the consist. I took some pictures, but probably

continued on page 25



Reminiscing

by Rev. Walter F. Smith

The Folkston Platform – railfans and natives

After almost nine hours of uninterrupted sleep, the world looked better through the Georgia fog of March 4, 2004. As I wrote, a few trains rumbled by. It was still dark. At 0732 I kissed Sleeping Betty and drove to the platform. A couple of fans already there chided me for missing the early action.

A word about the fans here. A couple of them had traveled considerable distances from Central Florida to be here, just as Nascar fans might drive to Daytona or Darlington to see the impending carnage. One fan set up a video camera and also took still shots of every train that passed. Another solemnly donned ear protection whenever crossing bells began to ring. Others drifted in and out: a man and his wife from Pennsylvania who like trains but are not really fans; a civil engineer who was only interested in seeing the new high horsepower units, then left five minutes before one came by; and a local man, who once worked for CSX before an injury sent him to disability and the end of a career.

The man who fathered the idea of the platform came twice. He promised that by next year there will be flush toilets. At one point, Folkston's lady mayor called from her passing car, "Thanks for coming to visit Folkston."

The flow of traffic here is southbound in the morning, the reverse in the evening. This pattern held, and as the fog lifted before the rising sun, a piggyback train raced through Folkston from Jesup with CSX 651 and 7337 on the point, followed at once by Amtrak train 164, the 10-car *Silver Star* from New York City via Raleigh and Columbia. Soon came 7558-7578 from Waycross with 60 cars of crushed stone. There are crush stone plants in both Sanford (Orlando route) and Wildwood, (Tampa route), so he could have been going in either direction. Before I could get back to the motel for

breakfast, CSX 7503 came south leading an FURX unit with a mixed manifest. I stopped between two buildings and watched him pass.

We ate the "continental breakfast" (Danish and coffee), and I caught a couple more intermodals as I drove up to the platform again, one in each direction. Shortly, CSX provided the world's champion light engine move: 297-275-692-8454-7549-7553-CEFX 6217, and 7515-7874. This went north to Waycross, where the engine servicing facilities are

located. A few minutes later I walked over to the old depot which now houses the Museum/Chamber of Commerce. I had hoped for postcards of the platform, but had to settle for the Charleton County Courthouse. They do have pins with a train on them, lettered "Train watching capital of the world". I teased the young woman on duty saying that since I was there I expected "she" would provide many trains. She sighed in glum resignation: "There's always lots."

Part of our visit this year was to be a tour of the world famous Okefenokee Swamp. This was well worth the four and a half hours we spent communing with the alligators and swamp birds. The highlight of our day was a boat tour of the swamp guided by Joey, a colorful local chap with a Jerry Reed accent and an inexhaustible knowledge of the Okefenokee. To slightly deaf Yankees, his Georgia patois almost required a translator. It is hard to believe, but once these swamps hosted logging railroads and entire villages – now gone with the valuable cypress logs.

At 1530 hours, we were back at the platform, with Betty doing laundry around the corner. I was struggling to change film when a long intermodal came from Waycross with a Union Pacific flag unit, followed by two CSX units. Another intermodal, much shorter, came from Jacksonville with CSX 599-8814-652. Then a coal train came from Waycross with CSX 337-129. We were swapping directions for trains, and sure enough, the next one came north with CSX 5863-5574 and a megamainfest of 139 cars, including paper, auto racks, wood chips, and empty coal hoppers.

CSX seems to believe in tying everything it can to the power when a manifest is made up. All of them I saw were long except one, and sometimes the power seemed taxed to the limit.

Two new fans joined the merry party at the platform; a young man who dis-

patches for CSX, and a tall man with a hat reading, "Jesus Saves". Since Christians are not automatically friendly toward others of a somewhat different theological shade, I did not immediately share my profession.

CSX 7545-8450 then brought north to Waycross one of the more remarkable trains of the three days I was there. He had 76 covered hoppers of phosphates, and 89 empty tanks marked for molten sulfur. Many of the hoppers had Kyle Railroad reporting marks. Several of the tanks had bad order tags, and were very clunky as they passed.

The CSX talking equipment detectors here are different from the ones at home. When the train hits the detector, it identifies itself: "CSX, milepost 611.0, dragging equipment detector." Only after the train has passed will the detector again identify itself, give the length of the train, the number of axles, and either passes the train or orders it to stop.

Engines 319-408 led an empty coal train north, followed by an intermodal for Waycross with 471-7527-3611. As the coal train was passing at track speed, something caught my eye two crossings above: A young girl was doing a kind of dance with the coal train. As cars clicked rhythmically past, she would sashay toward the train, then dance back. For a horrid second or two I wondered if she might be working up her courage for suicide, but in a moment it was plain that the "Coal Train Boogie" was too light-hearted for that. The last car passed and she strutted across the tracks and presumably promenaded home! Had she waited a few minutes she could have done a reprise with the intermodal.

Amtrak's *Silver Meteor* for New York City led by #23 screamed past, and followed the coal train toward Jesup. We left for dinner, unwisely choosing the Huddle House, our only bad experience in Folkston. This chain appears in many places across the south, but this particular one was being run by three indifferent teenage girls, who were being entertained by a couple of local drug store cowboys. Neither the food nor the frequently vulgar conversation would commend the place for a return visit.

Betty was tired, and I dropped her at the Western and returned to the platform. The young CSX dispatcher was quite talkative, and as I listened to him the trains continued. An odd power combination, UP 3905-NS 8961-UP 1878, led a 124-car manifest toward Waycross with loaded auto racks from the Port of Jacksonville – probably imported cars – and loaded boxcars of paper, empty tanks and general freight. He was closely followed by Amtrak's

continued on page 25

The Lion - It Might Have Been

By Jim Shaughnessy

The Delaware and Hudson Canal Co. was established in 1823 to build a canal between its namesake valleys to move its owner's coal to market out of the mines in Northeastern Pennsylvania. A gravity railroad was installed over Moosic Mountain between the mines at Carbondale and the head of navigation in the canal at Honesdale. Stationary steam engines winched the loaded coal cars up inclines, called planes, while gravity powered them downhill. Horses moved the short strings of cars on level stretches of the system.

New technology was developing in England at the time, in the form of steam-powered locomotives. The company ordered four of these new machines to take over from the horses on the level trackage. One of these new machines, named "The Stourbridge Lion", arrived in Honesdale and was first operated on Aug. 8, 1829 – the first steam powered machine to turn a wheel on a railroad in North America – but proved to be heavier than expected; the track structure, already in place, could not accommodate its safe operation. So, it and its three sisters were set aside, never to operate again.

In 1932, the Delaware & Hudson Railroad, the resulting enterprise 100 years later, constructed a working replica of the Lion – being aware of its historic legacy – to display and operate at the Century of Progress fair in Chicago, held in 1933. It was also displayed at the New York World's Fair during 1939-40. It was then permanently loaned to the Wayne County Historical Society in Honesdale, PA, the site of its illustrious predecessor's historic trip.

With the 175th anniversary of its monumental accomplishment falling in August 2004, Dr. Rodney Brown, one of the directors of the historical society, suggested that some note be taken of the event. He proposed several possible scenarios to celebrate this milestone. One of the choices, probably the best but most complicated, was to operate the Lion again under its own steam power.

Needless to say, such a move would be a complicated and expensive undertaking, especially in today's economy and liability awareness, but a group of dedicated volunteer experts launched the effort.

In order to operate under steam, rather than compressed air as a power source, certification was needed from the Pennsylvania state boiler inspectors, under the antique boiler category. To qualify, the

boiler had to be thoroughly inspected, new safety valves and a water sight glass installed, and ultrasound readings taken at a number of places to determine the thickness of the steel plate. Chris Ahrens of Steamtown NHS and Linn Moedinger of the Strasburg Railroad contributed their expertise to the mechanical aspects of the project while other phases of the proposal were investigated.

Some of the many other items to be accomplished: laying an additional rail to the 4 ft. 3 in. gauge of the locomotive for about 1000 ft. on the existing trackage of the Lackwaxen and Stourbridge RR (a short line remnant of the Erie RR) along the now abandoned canal basin where the first run was made; purchasing a road trailer to move the replica out of the museum building and to the Strasburg shop for reconditioning; gaining permission from Canadian Pacific Ry. (owners of the permanently-loaned replica by virtue of their purchase of the D&H in 1991) to run it; obtaining liability insurance coverage for the event; and of course, fund raising, to name only a few. It was estimated that approximately \$25,000 would be needed, and it could be obtained through grants and funding from the community.

With the dawn of the new year, arrangements were progressing nicely. The state boiler inspectors felt comfortable that, with the addition of a new pressure relief valve, a water sight glass and pressure gauge, a second water feed pump, and reducing the operating pressure from the original 50 psi to 23 psi, operation of the Lion under its own steam would be acceptable.

Mechanically, one piston had to be freed to move, some warped grate bars would be replaced, bolts and welds checked, and moving parts lubricated. With a new paint job and testing, it should be ready to run.

The replica would have to be taken to the Strasburg shop in Lancaster County to have about 200 hours of work completed in order to restore operation, at a cost of \$15,000. The extra rail placement required to run on in the Honesdale yard was to cost approximately \$4100; the road trailer, inspection costs and parts, about \$3000; and \$1000 was budgeted for insurance.

The Directors of the Wayne County Historical Society, meeting on March 18, 2004, to review progress and decide on implementing the project, voted 6 to 4

against the proposal, deciding the Lion would remain silent for its 175th anniversary celebration. The problems were: lack of dependable funding; insurance issues; and absence of written permission (only verbal had been received) from Canadian Pacific. In addition, it was felt that an ongoing \$500,000 fund drive for an addition to the museum might be adversely affected, as the Lion would have been absent from the museum for the summer tourist season. All were cited as the main reasons for the decision. One director commented, "This is a lot of money just to crank it up for a few days."

Ironically, there was a brief glimmer of hope when two local businessmen offered a substantial donation to the project, once the report of the negative decision was reported in the local paper, but the museum board was not moved to reconsider.

An insurance policy was extremely difficult to obtain. When a \$1 million coverage plan was offered, it stipulated that all spectators be kept 100 ft. away, a condition almost impossible to implement in the limited area available at the proposed reenactment site in Honesdale, where the original Lion had made its historic journey.

Dr. Brown and his team had worked on the proposal for over a year. He felt there was no fatal problem with the machine itself, and saw no reason why it couldn't run. However, as is the case in many well-intended projects of this nature, funding – often including very high insurance costs – is usually the determining factor in their being successful or not.

The educational and historic preservation value of the Lion's contribution to American history, and that of the railroad industry, would have had a much greater impact on today's population had the Lion actually ran on its own power. In order to preserve any history, younger generations must be informed of what has transpired before them; otherwise, there is no knowledge available of what must, or can, be preserved.

There will be a celebration on August 8, but the Lion will remain in the museum. Dr. Brown will make all the boiler data he collected available to be used by a potential 200th Anniversary Committee, but the Lion will not roar at its 175th anniversary party.

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The Railroad Archaeologist

by Scott J. Whitney

Miss me?

Indeed, I took last month off from writing this column. It was pretty much due to an excess of work and a pretty bad dry spell for noteworthy news. However, this month I have a few more tidbits to amuse you with.

Bombardier bows out

A couple of weeks ago, Bombardier announced that it will *not* be re-opening its plant in Websterville, VT, on the Washington County Railroad. This is unfortunate for those that were employed there, but frankly I don't see it as much of an impact on the local economy. BBD was such an on-again, off-again business that I can hardly believe that the workers could have averaged much more than minimum wage if averaged across an entire year of 40-hour work weeks.

Indeed, the plant was a source of much revenue for the WACR, which now must try to build business in other ways to keep that area of railroading viable.

Unfortunate also is that the plant is so specialized that it may be difficult to find a tenant that can fully utilize the railroad-based equipment within. It would indeed make a *grand* shop complex for a regional railroad like VRS, but it is just in the wrong place to be truly useful.

One outstanding question is that of the fate of the plant switcher, Alco S4 #305, aka ex-D&H 3050. The former D&H/GMRC unit now has no work to perform. The loco is still in pretty decent condition, but needs a few hours of tender loving care to bring it back to decent operational shape. Its one pitfall are the original friction bearing trucks, which will cause most railroads to run away screaming at the notion of moving it over their lines. Perhaps there is a not-for-profit group out there that would be willing to contact BBD and seek a historical donation. Perhaps she could wear her black dress and zebra stripes once again.

Bums' rush

VRS began clearing the inside area of the White River Junction, VT wye near the end of May. One interesting preparatory move for this was that the state of Vermont (which owns the land) had to evict a large number of homeless that had set up camp within the confines of the trees. No fewer than twelve(!) dump truck loads of refuse had to be removed before land clearing could begin in earnest.

One item recovered from the depression within the wye was the remains of the ball signal that once controlled movements over the diamond crossings north of the depot. Beginning in July, VRS will commence short passenger runs on weekends up to the Montshire Museum of Science and back, four times per day.

Log trains?

One of the more interesting bits of new traffic on VRS is coming from pulp logs that are being loaded in Whitehall (right on track 8 of the yard) and then being off loaded in St. Johnsbury, VT for forwarding to the paper mill in Berlin, NH. Business has been so good that VRS has been working hard trying to find enough cars to keep up with the demand.

New power

A "new" GP40-2 arrived on Vermont Rail System near the end of May. Already painted in VTR red, the unit was forwarded to Burlington shop for lettering. The unit was originally on the Southern Pacific's Cotton Belt roster as 7255.

Whitehall Flyer

Green Mountain's venerable Alco RS1 405 had the rare pleasure of powering a two-day Massachusetts Bay Railroad Enthusiasts trip from Bellows Falls, VT to Whitehall, NY and return on the weekend of May 29. There was a lot of grumbling in the railfan world, as many buffs had not heard about the trip - despite it being listed in the upcoming events section of the May issue - and were skunked on getting a chance to shoot the 405 and train in less travelled territory (for the tourist equipment, that is). GMRC's veteran/historic cab control coach was used for the return from Whitehall to Rutland, instead of trying to cross CP/D&H to run around in Tub Mountain yard.

The trip went flawlessly and the weather was perfect for the whole weekend.

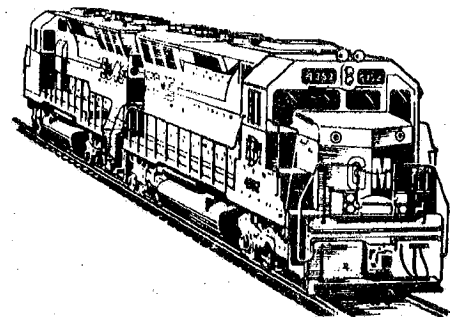
Rack 'em up:

On June 2, there was an interesting event in Bellows Falls, VT. Many dignitaries were invited for the purpose of witnessing a bi-level (NOT tri-level) enclosed auto carrier make its way through the Bellows Falls tunnel. The purpose is to gen-

erate interest in bringing such traffic over the Green Mountain Gateway for points east.

What I found interesting is that most of those involved did not know that the car **would** indeed fit through the tunnel. I wish I was asked, because I personally brought enclosed bi-level and open tri-level cars through the bore back in the mid 1980's, when they were being sent up over the CP through St. Johnsbury and Newport, VT. History repeats itself.

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



In Helper Service

(our additional volunteers)

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

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

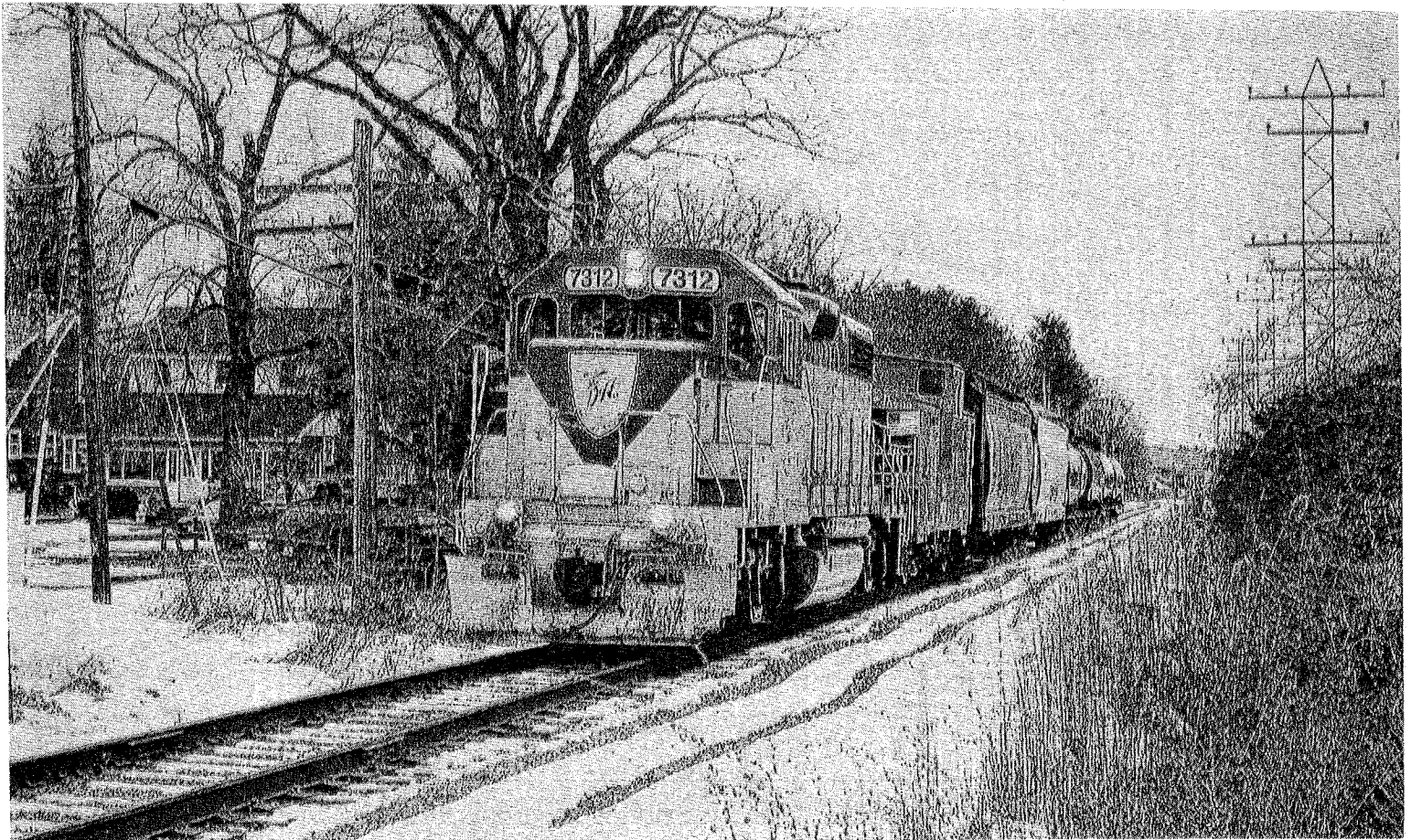
In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP/D&H; **Robert Dennis; Bob LaPorte; Bill Larkin; Pat Nestlé; Jim Shaughnessy; and Ben Stevens.**

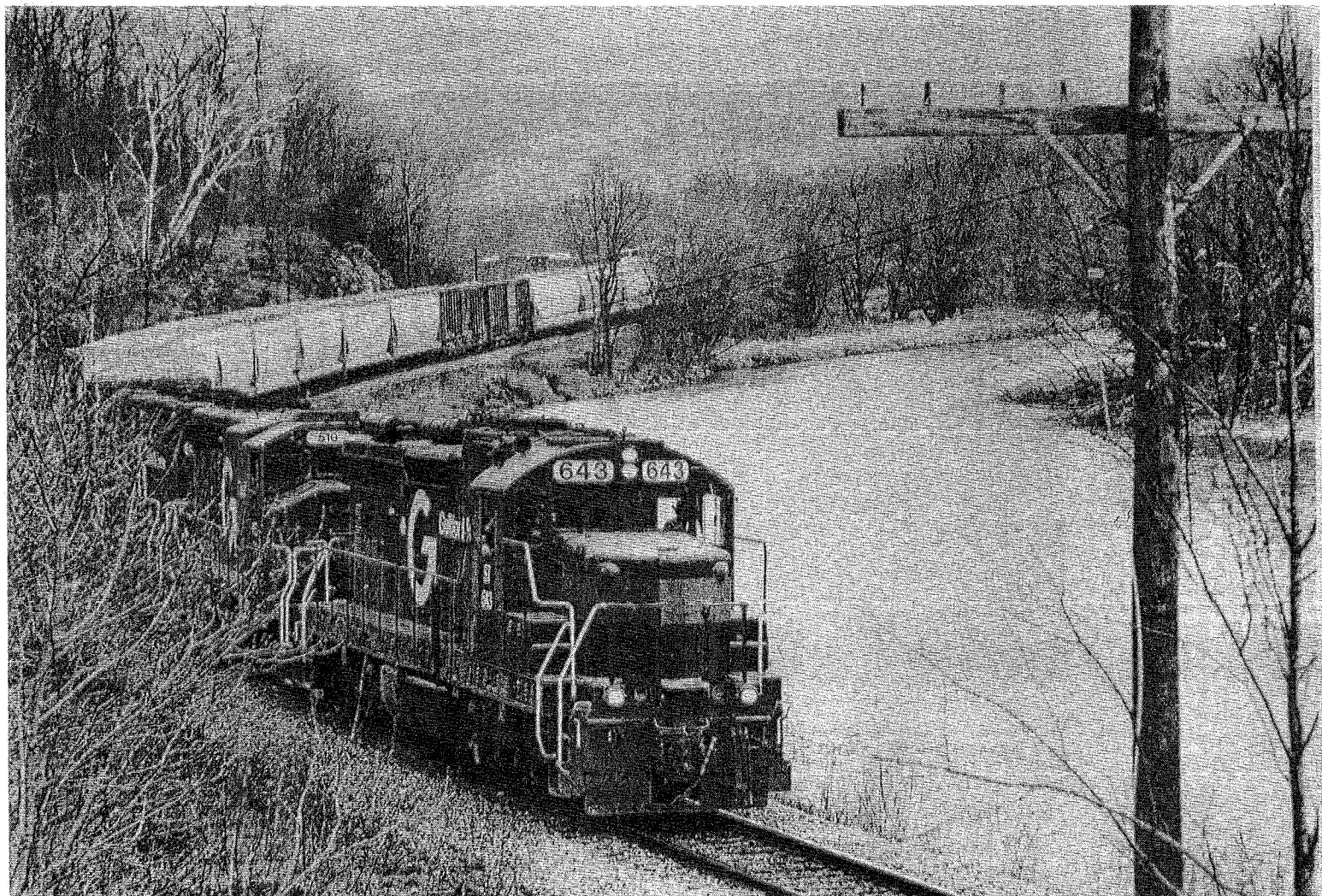
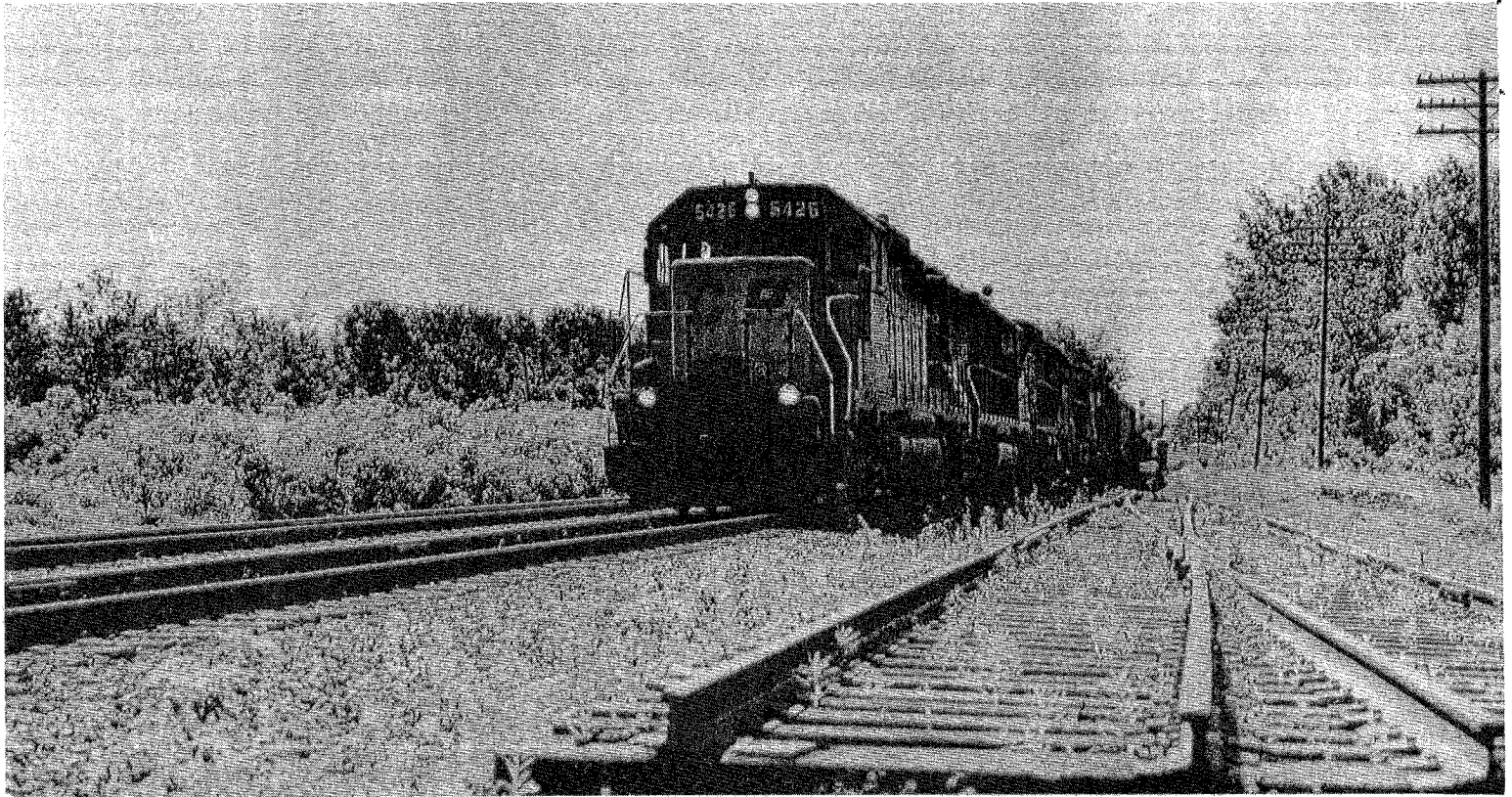
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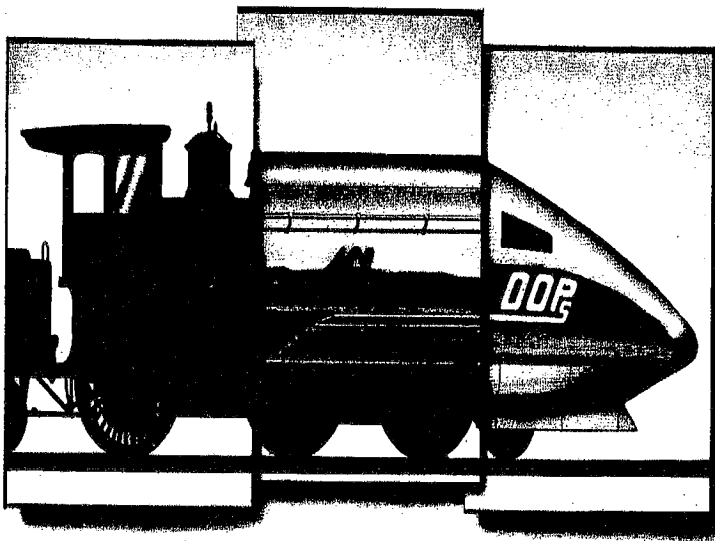
Photos on page 21:

Top: D&H 661, a GE U33C, works its way through Cobleskill, NY, in the late 1960's. **Gerry Jones** photo.

Bottom: On the cold, raw grey day after Christmas 2003, CP/D&H SC-1 rattles north through Menands, NY under the lead of the lightning-striped "B.C. O'Brien". It's headed north for work at the GE Silicones plant in Waterford, NY. **Gary R. Schermerhorn** photo.







Railroad Tech

by Frank Peragine

Manganese frogs

If you don't believe that railroad switch frogs get a lot of wear and tear, it may just take a trip to the basement to convince yourself. Inspect carefully some of the frogs on switches on the mainline of your (or someone else's) model railroad, and you will see evidence of oxide being worn off or possible wearing of the point of the frog, especially on frogs made with plastic.

The prototype has the same problem. A recent railfanning expedition to central Ohio, where I saw crossings of ex-Conrail, CSX, and Norfolk Southern lines, illustrated this well. The track maintainers, with all their welding equipment, were busy, busy boys at these interlockings.

Most frogs on the prototype are made in a way that is very similar to the ones on our models, except they are bolted together, whereas we solder the whole assembly together. In days of yore, the track gangs would inspect the rolled rail frogs, and give the bolts a tightening as needed, as they walked the tracks. Even if kept tightened, wear would still occur as loaded freight cars pounded over the frog.

Manganese frogs have been around for a while, but today's heavier trains, higher speeds, and higher train frequency on more

densely traveled main lines make frog wear a major maintenance issue. Manganese frogs have become a necessity.

I have it in the back of my mind that the switch frog got its name from the way one rail "jumps" over another. Listen to a string of loaded 100-ton hoppers go over a switch or crossing, and while the rails may jump over each other, you will hear that the loaded cars certainly don't. They sort of pound

and bounce across; it sounds like a machine gun going off. And even subways and light rail systems need tough frogs. They have light trains but high train frequency, sharp switch angles - low frog numbers, and fairly high-speed operation. Also, track maintenance may be difficult on these lines. The best solution is for everyone to use tougher steel for their frogs. You want something that might cost a little more than the standard rolled stuff you use as running rails, but will hold up better with all the pounding and save on maintenance and wreck cleanup costs.

Toughness

Manganese steel is a good choice for such a strong, wear resistant frog material. This alloy, invented in England in the 1880's by Hadfield, was a real breakthrough for the steel industry. At last, here was a tough alloy that allowed many new heavy-duty industrial machines and tools to be built. Manganese steel contains about 12% manganese, in addition to carbon and perhaps other trace elements. The metallurgists seem to like the austenitic variety, which has to do with the crystalline structure, i.e., how the iron atoms are arranged in the steel. The manganese atoms that are added to the soup associate themselves with a group of iron and carbon atoms. As with all steel, the chemical mix is important, but so is the temperature of the melt, the length of time you cook it, and the rate at which you cool it. At this point, I'm afraid I've nearly exhausted my knowledge of metallurgy, and I have trouble explaining why manganese is such a key ingredient in toughening steel. But, take my word for it, manganese steel is the stuff we are after, and even has the desirable property of work hardening - it gets stronger as you pound it, not weaker - up

to a limit, of course. Yet, it can be cast and machined.

A quick web search shows that you can buy all kinds of manganese frogs, in many shapes and sizes: solid castings, with or without self-guarding, or, composite frogs with cast manganese steel inserts. These are called railbound manganese frogs; the frog is formed from standard rolled rails, but the cast insert forms the point of the frog and the insides of the wing rails, opposite the frog point, with the whole assembly bolted together. Trackside observations I've made, including along the Northeast Corridor here in New Jersey, indicate that this is the most common solution to the frog problem. Probably it is also the cheapest and most practical approach.

A #20 frog, often used for high speed crossovers on mainlines, is a real monster and, as nice as it might be, you probably don't want to cast and machine a solid frog that big. Railbound frogs can be welded in the field for a quick repair. When wear is excessive, you can rebuild the frog and put in new inserts. As always, research is continuing to develop better frog designs and to improve the recipe for the steel alloy, but austenitic manganese steel railbound frogs are still the way to go.

Dowty retarders

An interesting book, *North American Railyards*, caught my attention recently. The author, Michael Rhodes, a mad British surgeon, as he is apparently (affectionately) called sometimes, has put together a nice volume on large freight classification yards in the U.S. and Canada. Most of the yards are currently open and operating, but a few are past their prime and either closed, or will be soon, often as the result of mergers and the resulting changes in traffic patterns.

Rhodes is, as I say, a surgeon, but is also a dyed-in-the-wool freight yard fan. In Britain, where he lives and practices, large classification yards are pretty much a thing of the past. With the short hauls they have in Britain, carload traffic has nearly evaporated, but intermodal and unit trains remain popular. As an aside, continental Europe still has a lot of carload freight traffic between countries, and wants to keep it that way. See the article in May 2004 *Trains*. Anyway, since he does a fair amount of travel to the U.S., Rhodes set his sights on the yards here to study, visit, and photograph.

Even the largest North American yards are probably past their peak, as more and more freight is carried in containers, trailers, and unit trains - unit coal, coil steel, grain trains, you name it. We fans love the big classification yards, but railroad management hates them, since, after all,

Photos on page 22:

Top: A rather ugly face is worn by this CP SD40, having been quickly and rather ungracefully modified from the paint job of its former owner, GATX. On June 8, 1997, it leads a northbound freight past Esperance, NY, station. **Robert K. LaPorte** photo.

Bottom: GRS/ST SD26-643 (a rarity) leads EDRJ through the curves on the B&M main alongside the Hoosick River, north of Pownal, VT on April 12, 2002. Photo by Gary R. Schermerhorn.

cars shouldn't be sitting in yards; they should be moving, preferably loaded, generating revenue. But since you can't totally avoid yards, you want to get cars in and out of them as quickly as possible. Probably no more new major yards will be built, and today's yards, a necessary evil, will be renovated and modified as necessary, like Norfolk Southern's reworking of Enola Yard in Harrisburg, PA, over the past several years following the Conrail breakup.

Rhodes seems proud that a component that may be used in this yard modernization effort is the British-designed and patented Dowty retarder. First used in Britain in 1965, Dowty retarders have been employed in this country on the Union Pacific at Davis Yard in Roseville, CA, a rebuilt Southern Pacific yard, and Livonia Yard, a new yard in Louisiana. BNSF is using Dowty retarders at Hobson Yard in Lincoln, NE. The claim is that with these retarders, the yards are easier and cheaper to build and maintain and car speed control is better. Specific details of these installations are sketchy, but Rhodes says the retarders can be used to measure speed and either retard or speed up cars. Since this was all new to me, I did a little research.

Dowty retarders are hydraulic cylinders that are bolted to the inside of the rails. Cars rolling down the hump depress a rounded rod (projecting from the cylinder) sticking above the rail. The idea is that the force required to depress the rod retards the speed of the car. Many Dowty retarders are distributed freely around the classification bowl, as opposed to the one or two stages of the large retarders we are used to seeing. All this should mean that the whole setup is a bit more compact, allowing for more car storage capacity. The retarders are smaller and all are hooked into the central computer system. If one Dowty retarder malfunctions, you can probably replace it easily - it's so small you might not even miss it - as opposed to stopping all humping operations in a yard to repair a conventional retarder. The computer controls car speed and, of course, car routing. The selling point of this sort of continuous retarder placement is that car speed can be more closely controlled, presumably resulting in fewer damaged cars due to high coupling speeds. Dowty equipped yards are simpler to build also, with less critical grading. The hump needn't be as high, just enough to get the lightest car rolling. With the lower hump, it's easy for trains to climb over the hump in either direction, perhaps increasing operational flexibility in some cases.

Do Dowty equipped yards work? Apparently there were some start-up problems at Davis, but as with all innovation in a still-conservative industry, we'll have to

wait and see how this simpler and cheaper approach to classification yards turns out.

If you are a freight operations fan with a contemporary leaning, check out the book. Selkirk and DeWitt are covered, but there is no D&H or New England here, and the closest CP yard covered is Taschereau in Montreal.

Wheel defect detectors

Detecting cracks in wheels are a continuing source of intensive research and development. I've written about this before, but just recently I've come across a few more slivers of information, so here goes with some more.

Wheel defects remain a significant problem in the rail industry. An article in March 2004 *Railway Age* reports that in a recent five-year period, there were 340 wheel-related incidents, with 300 derailments, resulting in cost to the railroads of \$64.8 million.

Wheel defects are found by generating shock waves in the wheel and measuring the transmission of the wave through the wheel. I find that this subject is tough to get a handle on from my rather meager, mostly web sources. Basically, wheels are very complicated things, and the technology to scope out defects is tough. The physics involved has to do with surface waves - how shock waves travel on the surface of a hunk of material - or how they travel within the material. These are called bulk waves.

Both types of waves are called acoustic waves because they displace the atoms as they move through the material just like a sound wave traveling in water or air, only in the case of railroad wheels, it's in steel. The mathematics to explain acoustic wave behavior is formidable, but practical applications abound. The precise high frequency electronic filters found in high-end radio receivers are made using these techniques, for example.

Even if a silver bullet wheel test is found some day, the logistics and cost of implementation will be difficult issues, too. You certainly want a technique that allows a wheelset to be tested as a whole, since you don't want to have to take the wheels off the axles just for testing. And, different technologies may be needed to find rim, tread, and flange defects in an optimum way. It's so complicated that the experts even talk about different types of a given defect: rim cracks due to shock, due to metal fatigue, and so on, each with slightly different characteristics. What you really want is a nice quick, easy to perform go/no go test; you can do a lab analysis later, after the bad wheel is found.

Luckily, lots of other industries are searching for similar quick, non-destructive tests for uncovering defects. I found one

example that was easy for me to understand.

The metal skin of an airplane is made by overlapping metal sheets and gluing them together, using some sort of high-tech adhesive, followed by riveting. Then, you want to inspect the joint in some non-destructive way. It may look okay to the eye, but is it really okay? One way to do such a test is to create a shockwave on one side of the joint and then detect the wave on the other side of the joint, maybe, say, a few feet away. So, the shock wave travels through the joint and if the joint is good, it passes through undisturbed. If the joint is no good - maybe the adhesive didn't cure properly or there are large voids in it - the wave is attenuated and mangled as it passes through. With correct instrumentation, you can come up with a display of the detected wave that you can compare to a known good joint.

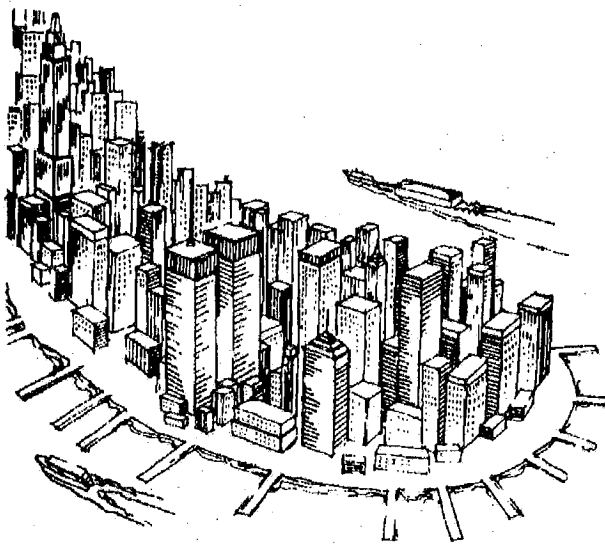
Some new results, called the Laser-Air Hybrid Ultrasonic Technique (LAHUT), have been obtained by using a high-power laser to set up the shock wave in the skin, and a capacitive transducer to detect the result. The blast with the laser is designed not to do any damage, but merely to cause a sudden shock in the metal. The nice part of this approach is that nothing touches the skin under test to disturb the waves in the sample. Incidentally, in this study the wave was modeled using the theory of Lamb waves, which are a type of surface wave that is used to explain propagation in thin plates, like sheet metal or plate glass. Lamb was British and active in physics and mathematics during the late 1800's.

Now think of a narrow piece of skin, folded back on itself, so you have a real primitive wheel, and repeat the test. Hit the wheel with the laser at one point and detect 180 degrees away. You will detect two waves, one traveling in each direction around the wheel, but that's OK.

The good news is that this test approach seems to work with railroad wheels, and fairly well, too. *Railway Age* reports great results - better than 90% success - for finding tread and rim cracks, but only 73% success for flange cracks. Apparently the different shape of the flange causes the wave to propagate in funny ways, so the detection process is not as precise. There is more work to be done, but the industry likes the preliminary results.

I didn't plan it this way, but you'll notice that there are a lot of references to British technical accomplishments this month. Well, with the real beginning of summer fast approaching, let's give a tip of our hats to our friends across the pond - no hard feelings - and wish a happy 4th of July to all!

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The Metropolis Monograph

by Robert A. Lowe

Amtrak

Business groups along the NEC are strongly supporting Amtrak in its struggle to get a full \$1.8 billion subsidy. Meanwhile, both Amtrak and the Bush Administration are opposing a one-day strike by labor to promote a \$2 billion subsidy.

On August 1, speed on "Downeaster" trains will be increased at spots to 79 mph. It is hoped to reduce time between Boston and Portland to 2 hr. 30 min. The number of daily RT's should be increased from four to five if more riders are sought. There is a move to extend the run to Brunswick, ME. An additional \$1.7 million is needed to operate the service, plus \$1.2 million for track improvements. It appears ridership is not meeting expectations. "Downeaster" service will be shut down during the Democratic National Convention (the last week of July).

On the West Coast, the Rail-2-Rail promotion by Amtrak and CalTrans on "Coaster" trains is a huge success, offering riders more flexibility and allowing them to ride Amtrak at no additional cost.

It appears the Massachusetts Bay Commuter Rail operation is being penalized by poor previous Amtrak operations. There are shorter trains, poor O-T% with late trains, and dirty cars. The MBCR was given a 6-month grace period since a new operator assumed operations last July, but now it is being fined; it paid \$250,000 for the first four months of 2004.

ConnDOT will spend \$9.8 million on improvements to the Branford, Guilford, and Clinton Shore Line East stations in Connecticut. HLP's will be constructed.

A federal jury in Oakland on May 27 awarded an Amtrak electrician of African-American heritage \$500,000 for racial slurs by his supervisors.

On May 14, a rock slide on the UP/ D&RGW near Granby, CO derailed a coal train, blocking the *California Zephyr*. A CSX derailment at North Huntingdon, PA on May 18 forced rerouting of the *Capitol Limited*. On May 24, a derailment on the D&H near Ticonderoga, NY spilled canola oil and halted Amtrak service.

Security

On May 23, the Dept. of Homeland Security put into effect new security requirements for Amtrak and all U.S. subway, light rail, and commuter operations. They now require specialized staff training and supervision, with a designated security coordinator relating to DHS. There must be added

staff during alerts, random checking of cars, bomb sniffing dogs, and hardened trash receptacles. Guidelines are subject to federal review and coordination with DHS. So far, \$115 million has gone to transit security, while as noted before, \$11 billion has gone to airline security.

During a hearing before the House of Representatives, DHS revealed that 24 officials had been charged after 9-11 to come up with a plan for railway security; nearly three years later, they are still working on the initial assessment. At this point, there are just pilot programs, and no firm plans. It has also been noted that railroads are very resistant to rerouting hazardous materials due to local opposition, so there have been no guidelines on moving hazardous wastes.

On May 4, New Carrollton, MD became a test site for rail passenger screening. The station serves 1000 patrons daily on Amtrak and MARC. There was a 30-day trial of a new machine built by GE, EntryScan 3, which basically blows air around a person and directs it up to an intake for analysis of explosives or drugs. It has been dubbed the "human convection plume" or "puffer", and it is claimed the machine can detect any explosives or drugs within 10 seconds. It is coupled with an x-ray scanning machine, plus bomb-sniffing dogs, with hand scanners in reserve. The test was terminated about three weeks later, with officials saying the initial results show the machine works.

There were a few notable incidents in May. On May 5, a SEPTA employee was found to have installed a motion detector in the Powelton Rail Yard, presumably to warn him of approaching supervisors. On May 18, a military rocket launcher was found near METRA tracks near Atlanta's airport. Its payload might destroy a train

or plane. On May 13, police officials boarded a train between Rensselaer and Saratoga Springs to observe trespassers on rails, as part of an Operation Lifesaver run. Finally, on May 21, two Acela expresses (2171 and 2175) were stopped near Philadelphia and Baltimore and searched by bomb-sniffing dogs. Most of these incidents would have been trivial or overlooked until recently.

NYCT is considering new, expanded rules of conduct that could be voted on in September. These include taking *any* pictures or videotaping anywhere on the transit system; turnstile jumping, even if one has a valid MetroCard; walking between trains; and putting feet on seats. It appears the picture-taking prohibition is already being enforced, however. But how will such rules deal with small cell phones and miniature cameras, or even tourists taking pictures of the Statue of Liberty and other NY Harbor sights from the Staten Island Ferry, which is part of the transit system?

It was reported that the July 19, 2003 fire on the F train at York Street in Brooklyn had many fiascos. The fire was caused by a loose wire under the train, which ignited a shock absorber. Riders were directed to the wrong exit; emergency fans blew the wrong way and forced smoke into the riders; fire computers were slow in giving directions; and there was poor communication, i.e., questions about the power really being turned off. To address the situation, a fire control center will provide directions and response; ventilating fans will blow both ways; computers will be upgraded; and all personnel (operating and maintenance) will be given fire safety and evacuation training.

On May 16, 2004, there was a disaster drill at Bowling Green. Key was better coordination and cooperation between fire and police.

The tunnels to Penn Station carry 500,000 riders daily under the East River. Amtrak was given \$100 million by Congress, while LIRR has committed \$186 million for safety improvements. The tunnels had been described as a netherworld; until recently they had hand-cranked telephones, narrow 10-story spiral staircases, no water supply, and poor lighting. There are standpipes being installed; dry chemical extinguishers on hand; wider, scissor-style emergency staircases; new ladders to tracks; new signage; high pressure sodium lights; emergency communication boxes noted by blue lights; and new reversible fans using new ventilating shafts. \$500 million could be spent on new tunnel bench walls and rebuilt tunnels.

In past issues several columnists have commented on the harassment they have experienced in pursuing our avocation as

railfans and observing, in a lawful manner, trains. But perhaps the national paranoia is reflected in an article by David Kaplan in U.S. News & World Report on June 7, who wrote: "One major worry is America's railways. A homeland security official pointed to a 'dramatic increase in surveillance of trains and rail infrastructure'. One intelligence report describes 16 incidents in a recent 30-day period in just one state. Among the incidents: suspects videotaping or photographing subway cars, rail platforms, and switching boxes. In two cases, witnesses obtained license plates that traced back to individuals on federal watch lists. In another case, two Middle Eastern males tried delivering flowers to a secured area next to a rail structure; when challenged, they refused to identify themselves. Two men later offered a \$500 bribe to enter the same deck and were seen videotaping the area."

New NYC area services

Bids will be sought for a contract worth \$6.3 billion to build a tunnel for the LIRR from 63rd Street and Second Avenue and then down Park Avenue to GCT to allow LIRR access. The project will take 43 months and be completed around 2012.

The Pataki Administration favors a new tunnel under the East River to allow the LIRR to operate a one-seat ride to JFK. Under the plan, there would be a 3-mile tunnel from Atlantic Terminal in Brooklyn to near Hanover Square (where the Second Avenue Subway will terminate) and the E trains at WTC. It will be coupled with a 1500-ft. connector at Jamaica. It will take 36 months to build and allow a one-seat ride between lower Manhattan and JFK. It is projected that \$560 million will come from the P.A.; \$2.5 billion from federally backed tax credits; and an unspecified commitment to the balance of the projected \$6 billion cost.

Amtrak asserts it expects to use the "new" Penn Station (in the former Post Office) rent free. It appears it had agreed to pay \$3.9 million per year in rent, but now pleads poverty and will also contribute nothing to the cost of the conversion. Amtrak states that it owns Penn Station, and feels it could easily rent out its current space (to retail operations in the old station) at a higher fee. It might just keep some of its ticketing space in the old facility. It appears, though, that NJT is hungry for additional space, and just spent \$125 million to upgrade its facility in Penn Station. It anticipates bringing in even more riders if a new Hudson tunnel is built. The cost of the Post Office conversion is now \$1 billion and rising.

A \$750 million glass dome, 110 feet high, is proposed for the Fulton Transit Center in lower Manhattan. It will incor-

porate the 115-year-old Corbin building and allow connection between nine subway lines and PATH via a 350-foot underground concourse.

There are few above-ground kiosks on the system. Most notable are Bowling Green, Astor Place, and 72nd Street.

The Regional Plan Association post-poned approving a West Side stadium for the "New York" Jets and adjacent development. This has become a hot and controversial issue, with many opposing a heavily subsidized stadium with periodic seasonal and marginal jobs, versus large scale development.

The Second Avenue Subway most likely will be given the "T" designation.

On April 22, New York State announced a \$32 million program to finalize rehabilitation on the Staten Island Railway, with upgrades of the Arlington Yard and the approach to AK drawbridge. This should allow rail connection for the Howland Hook container port. Meanwhile, construction in N.J. is connecting the line to the NS/CSX (Conrail Shared Operations) Chemical Coast line. Operations could start in 2005.

Metro-North Railroad

Hearings were held in late April in Connecticut over a projected 5.5% average fare increase to GCT and within the state. Many complain that 2,000 new railcars must be bought, and there must be more parking at stations. Highway traffic on I95 in southwestern Connecticut is extremely heavy, and mass transit must be improved.

April OT% was 96.6, west of Hudson 96.5. March ridership was down 1.5%.

The **New York Times** on May 21 indicated that higher property values on the east side of the Hudson are largely due to the availability of M-NR service, whereas on the west side the cities may be bigger and more industrialized.

Work continues on the facade at GCT, with work on windows, lighting, and general stone cleaning.

The first M7's went into revenue service on April 23. An additional 120 will be ordered.

All M7's (including LIRR) will receive new wayside communication modifications.

New Jersey Transit

NJT has increased its transit police force by 61%, developed security plans, bought radiation-alert pagers, hardened trash cans, and portable x-ray units. March OT% was 94.9; April was 94.8. The OzonePass, with a base fare of \$2, went into effect on May 17; it lasts through September 18 and is good on days with high pollution alerts.

The Newark drawbridge will receive immediate rehabilitation and a study for eventual replacement.

The Trenton Station will be reconstructed for \$45 million, with some parts reconstructed and new additions.

On April 29, NJT brought in a diesel multiple unit (DMU) custom coach for demonstration on the Princeton "Dinky". It has luxury custom seats and uses one third of the amount of fuel as a normal diesel train of the same capacity. It costs \$2.9 million per unit, and is built by Colorado Railcar.

NJT is preparing to take over Amtrak's "Clocker" service in 2006. Clockers currently run three times in the morning and four times in the afternoon between NYC and Philadelphia. Most riders are from NJ, but questions have been asked as to why NJ money should pay for travel between Philadelphia and NYC (it's still much cheaper than adding highway capacity). Amtrak currently charges \$49 one way, but NJT hopes to offer a \$25 one way fare. The cheapest current fare is \$17.40 (SEPTA to Trenton, NJT to NYC).

NJT has ordered new equipment for \$164 million. There will be 29 new electric locomotives, five for the Clockers, and 46 bi-level coaches.

Long Island Rail Road

Through March, ridership in 2004 was down 0.8%. April OT% was 93.9, with the major incident being the Amtrak-caused collision at P.S. on April 19.

On May 26, a track worker was killed at East New York when a work car tipped over on him.

On May 19, an inspection train derailed in Valley Stream, causing delays.

The bi-level C3 cars built by Kawasaki are having trouble with the air compressors for their HVAC system.

The latest problem with the M7's (see report last issue) has been with the armrests. The 11.7 inch armrests are 0.4 inches longer than in the C3 coaches; to date, 73 claims have been registered about torn clothing. As noted, LIRR had a Dutch ergonomics company make designs for the seating. Additional silicone was added for lumbar support and headrests. There are also window armrests.

There will be no LIRR Report Card, as the volunteer LIRR Commuter Council is down to just six of its normal 12 members, so the usual survey of performance and train conditions cannot be done.

There will be an E.I.S. for a third track on the Main Line between Bellerose and Hicksville, plus improvement of five grade crossings. In the morning rush hours, both tracks are dedicated to west-bound runs for 90 minutes, preventing any

reverse commuting. It is also anticipated this could promote freight service.

New York City subways

The increased police presence resulted in 70,866 summonses between January and April, a 20% increase. Most were for fare evasion (46,000), while 25,000 were for violating rules of conduct. The use of rookie cops has been highlighted.

For a long time, police radios underground have not worked above ground. New repeaters now allow a stronger signal, thereby allowing better communication underground and to the surface.

The days of the #9 skip-stop service in northern Manhattan and the Bronx may be numbered, with the #1 assuming all stops. Meanwhile, the rush-hour "diamonds" on the 5, B, D, M, and A will be terminated. The only special rush hour service will be on the 6 and 7.

The \$280 million Stillwell Avenue subway terminal at Coney Island reopened to F and Q service. The N will be restored later.

Agents are now going outside the booths at 10 test stations to assist patrons, utilizing a hands-on approach. But there has been concern that angry riders may confront the agents in an underground version of road rage.

Industry news

In the May issue, I described an LIRR runaway locomotive on the Bushwick Branch. It was reported that on January 23, 17 railcars loaded with lumber broke away in a UP yard in Portland, Oregon and rolled at 11 mph about two miles on the UP main, which is also used by Amtrak. The cars went through 20 crossings before being stopped, and almost hit a BNSF freight. It has been claimed the cars were being moved by a remote-control switcher controlled by a "belt pack". Fortunately, there were no injuries.

CSX is proposing to lease its historic 200 mile line between Richmond and Clifton Forge, VA to the Buckingham Branch RR. The line goes through the historic areas of Charlottesville and Staunton, and used six times a week by Amtrak's *Cardinal*. The proposed operator has had a steam operation, the Virginia Central, which has had "Autumn Glory" runs between Charlottesville and Clifton Forge.

The Norfolk Southern exhibit car will be on the road again this summer. The highlight is a locomotive simulator.

Caliente, Nevada, on the UP in the middle of the Mojave Desert, may become a transfer station for nuclear waste going to Yucca Mountain, NV. A 319-mile spur line may be built, starting from Caliente, at a cost of \$880 million. Some have tried to raise controversy about a so-called

"glow train" (it won't glow) moving through the area (which has extremely low population).

On May 16, a Cessna 310 twin-engine private airplane crash-landed on CSX tracks near Willoughby, Ohio. The pilot was killed and much fuel leaked and caught on fire, knocking out the busy CSX line for most of the day. The adjacent NS was closed for a while. (Cleveland Plain Dealer via Russ Lowe.)

On May 21, the FRA released a report on the February 3 crash in Henrietta, NY, where two elderly persons were killed by a CSX freight. The report cited CSX's "pattern of failure" to adequately maintain its grade crossings. It also appears the crew had been instructed to stop the train before the crossing, as the gates and lights were not working properly. It appears this has become an almost generic problem in the Rochester area, especially when rock salt combines with water to disrupt electrical circuits.

There is new direction at the "Walkway Over the Hudson" group, which appears to have been stagnant for a while. The new leadership proposes an elevator at the Poughkeepsie end of the bridge, and then opening a section from Highland. It appears the insurance lapsed in 2001. It has been projected that at least \$10 million is needed to improve the structure. The new leadership appears committed to seek public grants, which the previous leadership had not. The Poughkeepsie Railway Bridge is 16 years older than the Kinzua Viaduct that was wind damaged last year. It was last used in 1974 and has had subsequent fire damage.

On May 31, there was a fire on the Seattle Monorail, trapping 150 people aboard. This was the first fire in 42 years on the monorail. It appears there was a short circuit and poor evacuation (i.e., no walkways). The monorail was shut down until further notice. Safety improvements should be mandatory, especially emergency walkways and video cameras. These should be incorporated in the new expanded Green Line monorail, which will eventually replace the existing monorail, which was built as a tourist attraction for the 1962 Worlds Fair. Meanwhile, four former mayors of Seattle stressed a more vigorous financial oversight of the new project. It appears many Seattle projects have a history of overspending and non-completion.

As a side note, Prof. Eno Lirpa quickly packed up his crash-resistant aluminum luggage and tool cases, and hurried out to Seattle to lead the investigation.

The opening of the Las Vegas monorail is now four months behind due to late equipment deliveries by Bombardier. It is also late in deliveries to Minneapolis.

Worldwide

France and Italy are planning a 33-mile rail tunnel under the Alps, with the goal to connect Lyons with Turin. The cost will be \$15 billion. A huge \$7.5 billion suspension bridge with an over 2-mile center span will cross the Straits of Messina, connecting Sicily with Calabria. It should take six years to build and carry rail traffic. Rail (as well as highway) connections on the Italian "boot" and on the island of Sicily are very poor.

Alstom may be rescued by intervention of the French government. However, there is a proposal to partner it with Siemens, which has already bought its turbine business.

Credits

Thanks this month to Marjorie Anders, Russ Lowe, and Sam Zambuto. As usual, 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; rlowe@rbscc.org).

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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):

William A. Gillis

Former Albany resident, William A. Gillis, age 81, passed away at his home in Port Orange, FL on March 21, 2004.

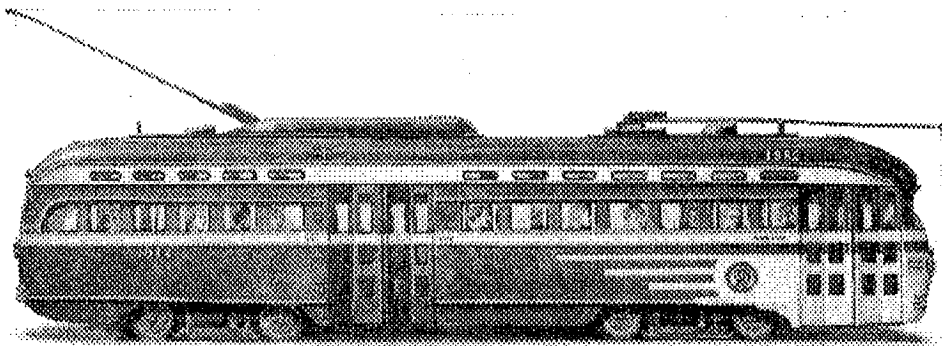
He worked for the Delaware and Hudson Railroad until his retirement in 1983.

Merle G. Treat

Merle G. Treat, 82, of Main St., Clifton, PA, died Thursday, April 15, 2004, at the Forest City Nursing Home.

He retired in 1981 from the Delaware and Hudson Railroad, where he was employed as a telegrapher.

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Colorado Railcar sells first DMU to Florida...The Florida Regional Transportation Authority, representing the Federal Railway Administration and Florida DOT in a joint procurement agreement, approved the acquisition of three commuter railcars from Denver-based Colorado Railcar Mfg. The purchase includes the existing single-level diesel multiple unit (DMU) already in service, and the new double-deck companion commuter coach. Production of the railcars is set for March 2005.

Metro magazine

Traction Action

by Dick Silber

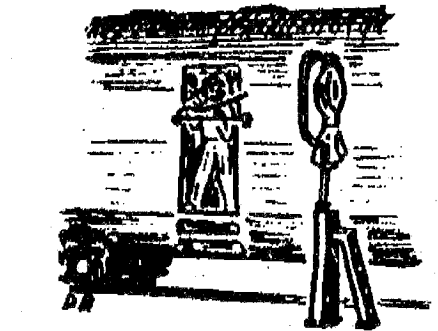
N.Y. exercises option to buy 120 more Bombardier railcars...The New York Metropolitan Transportation Authority/Metro-North Railroad has exercised an option to buy 120 more M-7 electric railcars from Bombardier Transportation for \$280 million. The new cars will replace electric railcars that are more than 40 years old.

Metro magazine

Siemens, Omnitrans agree on software, communications pact...Omnitrans in San Bernardino, CA, selected the Siemens VDO Automotive business unit to provide a new radio system, automatic vehicle location software and a schedule-adherence program for the operation's more than 300 service vehicles. Siemens will also provide the operation with an automated passenger-counting system and an ADA-compliant annunciator.

Metro magazine

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The Mail Car
Mail from our favorite source - our readers!

Caboose correction
from Ben Stevens

In the interchange item, "How the caboose got its cupola" (June issue, page 19), one correction: The town on the Hudson that was the original terminus for the line from Suffern is Piermont, not Piedmont. The line from Suffern went east through Monsey towards Spring Valley and then down to Piermont.

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Metro magazine

10 rail ideas that still matter

The history of passenger rail in many ways is not linear. Several times in U.S. history the mode has nearly been abandoned altogether. But rail has survived, and these important breakthroughs made it possible.

1. **Electric traction:** Frank Sprague's work in electric traction began in the 19th century, but widespread commercialization of his ideas occurred after the 20th century began. Without electric propulsion, underground metro systems were unpleasant and hazardous.

2. **Elevated railroads:** Beginning with Chicago and New York City, cross-urban rail also went above ground. Though unsightly, they avoided the problems that electric traction obviated.

3. **Streetcars:** In perhaps a historic quirk, Sprague got his first chance to apply electric propulsion to streetcars, which were horsedrawn and not much faster than walking. The result was an explosion in streetcar systems in the early 20th century - to the point of overcapacity by the mid-1920's. After a long period when community after community ripped out their systems, cities are returning to surface rail transit. Some are bringing back historic streetcars.

4. **The first creators of sprawl:** While automobile speeds (and subsidies) took the idea much farther, urban sprawl was actually first stimulated by interurban rail lines. Henry Huntington's Pacific Electric in California and several other systems in the East and Midwest were classic examples.

5. **Presidents' Conference Committee:** With the growing challenge of the automobile, the streetcar industry knew it had to modernize its image and efficiency. This committee of streetcar CEOs came up with the PCC car - still the most successful vehicle standardization effort ever. The issues driving the project are just as relevant today. Those responsible for the PCC success were actually committed to *adopting* their work - and did.

6. **Sprague's second big invention:** Locomotive-hauled trains had and still have a drawback: smaller trains are far less eco-

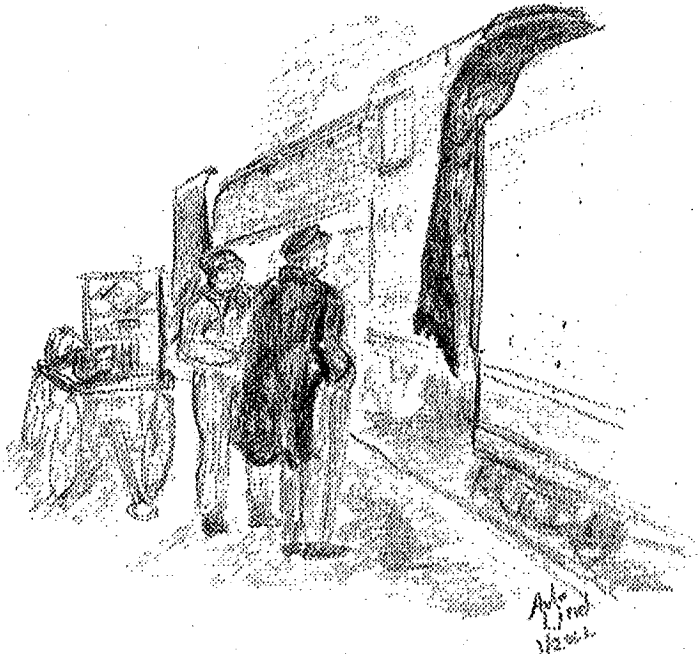
nomically to operate. Sprague solved this problem with the multiple-unit concept (a non-powered car coupled with a motorized one). Smaller electric traction equipment more readily enabled multiple units. The result revolutionized economies in off-peak periods of rail operation.

7. **Digging the subway boom:** Beginning with the opening of Boston's subway in 1897, cities began to take heavily traveled transit corridors underground. With minor exceptions these have come with hefty-public-sector financial commitments, supported in most cases by voter-approved dedicated local taxes. In 1970, Oakland, Calif., became the eighth American city with a rail corridor (BART) at least partly in subway. Today, 15 cities have their rail systems partly in tunnel. The boom inherently is thus as much a political achievement as technological.

8. **Computer chips on rails:** Beginning with the BART system in the early 1970s, computers became increasingly involved in rail operations. Breakthroughs in power chips made traction power much more reliable with far less electromagnetic interference. By the 1980s, metro systems began to be fully driverless in Europe (see below). If Moore's Law is true (which holds that computing power doubles every 18 months or so, and conversely, the price of said given power halves about as fast), then we'll see ever-more affordable rail technology in the future.

9. **Technology explosion:** Rail transit has undergone an explosion in technology. It has created problems for the supply chain, as well as operational challenges such as recruitment and training of skilled people. Indeed, some call it the greatest challenge to ensuring reliable and cost-effective rail operations.

10. **Automated train control:** What was once the province of airports in the U.S. has spread to other applications such as urban transit elsewhere. Union advocates foresaw driverless trains as far back as the debates over the first modern transit legislation in 1964. Thanks to some of the above breakthroughs, signaling and train control retrofits now make driverless systems affordable.



Let's Talk It Over by Jim Corbett

Some recent columns have mentioned how extensive rail passenger service was in "the old days". I thought this month I'd elaborate on that a bit by studying passenger services at the extremes of the "real" D&H, looking at Wilkes-Barre (and perhaps a bit of Scranton) and Rouses Point. This will go back to the February 1926 "Official Guide", nearly 80 years ago but, more to the point of this particular discussion, a time when the railroads were only beginning to lose their position as the primary mode of passenger transportation, even locally, in America.

First, though, I'd like to make some comments on last month's issue. Some gremlins got hold of my column 'twixt St. Louis and Niskayuna; the 1974 World's Fair the Expo 74 served was, of course, in Spokane, not Seattle. (Seattle had indeed hosted a World's Fair, but a dozen years earlier and long before Amtrak arrived on the scene.)

Some curious wording may have puzzled readers about the *Las Vegas Limited's* equipment; the facts I was trying to convey were that the Limited's short existence began with it using "heritage" equipment from the just-Amflected *San Diegans*; about halfway through the train's 4-month existence it began using equipment from the *Sunset Limited* pool, which required some fancy turnaround times in the L.A. coach yards.

My wording about the *Reno Fun Train* may have implied that the train no longer runs; as an interesting article in the most recent CTC BOARD amply covers (as part of coverage of the Bay Area Amtrak scene in general), the *Fun Train* is alive and

well, and indeed, also makes a midweek round trip as the *Reno Ski Train*, during its January-March season.

I wonder a bit about the passenger train shown in the photo on page 12. All the "freight" shown on the head-end looks very much like milk cars. I know the Saratoga-Champlain Division had a significant milk train service; I suspect the Susquehanna Division did, too, but don't have information on it. What looks very much like a railroad track to the

right of the picture makes me wonder if the location could be Mechanicville - if there was any location where the D&H yard existed but the B&M yard was further east. It's been too long since I've been to Mickeyville for me to remember the exact layout there, and the two-yard layout itself has been gone for a long time.

Further to the discussion on RDC's pulling other equipment, the book "The New Haven Railroad in the McGinnis Era" has a short discussion, with photo, of the New Haven's attempt to do so. It seems the NH painted some of its pre-war "American Flyer" cars all-silver, and laid control cabling underneath them to allow the cars to serve as trailers between two RDC's, and put these sets into the Boston commuter pool. While the book says the Budds had no problem handling the older cars (I speculate that's why NH chose the 2:1 ratio of RDC's to coaches), Budd was unimpressed and, following the manufacturer's usual threat to void the RDC warranty, the AF cars were repainted again and went back into the normal passenger pool.

Rev. Walter Smith wonders about the New York & Greenwood Lake Railway. While the name goes way back, the current operation is quite different. In "Official Guides" back as far as I've seen, and at least into the 1950's, the NY&GL name appeared over schedules in the Erie Railroad's listings for the Jersey City-Sterling Forest (in later years, Wanaque/Midvale) line and its branches to Ringwood and Essex Falls. The branch to West Orange also came off this line, but never seems to have had the "NY&GL Ry" or, as it was at other times, "Greenwood Lake Division", heading associated with it.) Clearly this was a line the Erie absorbed but con-

tinued to call by its old name. The same was true (and to some extent is even today) with the Northern Railroad of New Jersey (the line to Nyack), and the New Jersey & New York (the Spring Valley line). Today's short line, however, operates a couple of miles of track in Garfield and Passaic, NJ, which I've seen some sources call the Dundee Spur, never associated with the original NY&GL; its locomotive paint scheme is a very classy adaptation of the classic Erie livery.

I'm sure I recall seeing, probably in **Bob Lowe's** column, that the line has also proposed reinstating commuter service on the portion of NJT's Boonton Line abandoned when the portion from Montclair west was joined to the old Lackawanna Montclair Branch to form the new, part-way-electrified Boonton Line; I've not seen anything to indicate that proposal has ever gone anywhere. That line is part of original NY&GL, the inner portion of which became the entry into New York (well, Hoboken) for the outer portion of the original DL&W Boonton Line when its eastern half was sacrificed to I80. (This gets confusing: the innermost part of the Lackawanna's Morris & Essex main, its Montclair Branch, the inner-middle part of the NY&GL, and the outer part of the Lackawanna's Boonton Line, are now NJT's Boonton Line; the inner part of DL&W's Boonton Line and the outer part of the NY&GL are abandoned; and the inner-inner part of the NY&GL, where the new NY&GL proposed to take over passenger service, is freight-only and approaching abandonment; I believe Norfolk Southern has rerouted service to the few customers on the line to come in from the west, which among other things means the end of any need to maintain the NY&GL line's swing bridge over the Passaic River.)

Steve Wagner also asked about the CP's "acid trains". I know I've seen information about them in Railpace, but can't find the reference; I have seen a listing of CP symbols on the web indicating that sulfuric acid unit trains have run St. Luc (Montreal) to Philadelphia, returning empty. Memory suggests that they possibly went beyond Philly on CSX, possibly to the Port of Baltimore. I'm fairly sure a port was involved somewhere in the trains' routing. I can't find anything to confirm (or deny) that routing.

My local memories say the Imperial/Hercules plant Steve mentioned was between Glens Falls and Hudson Falls on the north side of the river, just east of the cement plant, not in South Glens Falls - but definitely a good customer of the D&H!

And it was good to see the note that some sanity has prevailed in the Dakota

Minnesota & Eastern's attempt to reach the Powder River Basin, with all court challenges resolved. (Or at least all current ones. One can only hope that this situation continues, although in our litigious times, who can say?)

Over 75 years ago

Now let's look at some of that 1926 passenger service, Rouses Point first, because it had much the smaller service.

Still, two stations served Rouses Point in those days, both of them "union" stations. (Or maybe three; the Rutland showed stations for both "Rouses Point" and "Rouses Point Junction", the latter of which it was the only road shown serving; both, strangely, were shown at the same location, 3.6 miles west of Alburgh. Times for the two stations, though, were 5-10 minutes apart. I have no real explanation for this, and would welcome one.)

Anyway, the D&H, Napierville Junction and Central Vermont were shown serving the D&H station; the Rutland and Grand Trunk (really the Canadian National) the RUT's.

The D&H and NJ showed two through-train services, Albany-Montreal sleeper train nos. 7 and 8, and the daylight New York City-Montreal service, not yet named the *Laurentian* and operating via Albany, not Troy, in both directions. Trains 7 and 8 were daily, the day trains were not; the day trains had through New York City cars, and it seems the night trains didn't. D&H through-car listings showed only first class service. Trains 7/8 did carry a Plattsburgh-NYC sleeper, running southbound through Troy to drop it for the *Montreal Limited* to take to GCT. The only sleeper in the train at RP ran only as far as Albany; though a through coach is not impossible, the New York Central listings, which do show long distance coach services, don't mention any to/from the D&H.

The northbound day trains, no. 3 on weekdays, no. 25 Sundays, had the same schedule times at RP, but the southbounds, nos. 4 and 24, did not; the Sunday train ran over an hour earlier than the weekday. The D&H also provided an except-Sunday Albany-RP local, numbers 1/2, in each direction.

CV's contribution was two daily-except-Sunday motorcar locals from St. Albans, timed to make very decent connections with the southbound NJ-D&H through trains; not so decent with the northbounds. (At this time the CV's main line trains ran around the east and north end of Lake Champlain through Highgate Springs, making connections with the CN at St. Johns, Que.; in later years, the connection was at East Alburgh, with trains using the Rouses Point line that far,

then cutting north on the CN through Canic, the customs stop. In 1926, that connection was served only by a daily St. Albans-Coteau train, which carried the New York City-Ottawa sleeper for or from the *Washingtonian/Montrealer*; a Montreal-Ottawa train carried the car between Coteau and the Canadian capital.)

Also passing through was the D&H-NJ *Montreal Limited*, but that all-Pullman train stopped at Rouses Point only for operating purposes; no passenger stop was shown. The NJ had no separate trains of its own.

Meanwhile, 300 yards away, the Rutland-GT connection also provided two Montreal-New York City trains each way a day, with both clearly showing the through NYC cars. Night trains 51/52, the *Mount Royal*, also carried Boston sleepers; Boston service on the day train (not yet the *Green Mountain Flyer*) involved a change (parlor car passengers could make a car-to-car change at or after Burlington, where a Burlington-Boston parlor joined the Montreal-New York City car in the consist; coach passengers had it even better, with Boston coaches added to the train at Alburgh). An additional local, carrying the local stops NYC sleeper north of Rutland, originated/terminated across the trestle at Alburgh; except on Sundays, close connections were provided by Ogdensburg-Alburgh trains.

That service provided three weekday trains westbound, two all the way to Ogdensburg, one ending its run at Rutland's downtown station in Malone; on Sunday, only the midday Ogdensburg train ran. Eastbound, there were only two trains on weekdays, one Sundays; all terminated at Alburgh, although the evening weekday train carried the Ogdensburg-Boston buffet-sleeper (which terminated and originated at Alburgh on Sunday).

The Grand Trunk's service consisted mostly of the two Rutland-Montreal trains, but also included an except-Sunday St. Johns local, north in the morning and back in late afternoon.

It wouldn't be long before only the New York City trains, D&H no. 1 (but not no. 2, cut back to Plattsburgh) and a reduced Ogdensburg schedule would serve Rouses Point, although the time would come, even before 7/8 left the schedule, when the *Montreal Limiteds* would allow passengers off and on at RP; by the early 1950's, only the D&H was left. Today, there's only the *Adirondack*.

Yet, even that is more service than the more-populous Wilkes-Barre/Scranton area enjoys.

Moving south

In 1926, Wilkes-Barre had service at four stations. Union Station served the

D&H, Lehigh Valley and Pennsylvania; Jersey Central had its own station a hundred yards away. Next door to Union was the Lackawanna & Wyoming Valley's interurban terminal; also nearby (an eighth mile away) was the Wilkes-Barre & Hazleton's elevated station. And across the Susquehanna River in Kingston was a Delaware Lackawanna & Western station on its line to Northumberland.

In Scranton, the major station was the Lackawanna's; D&H had its own station, 500 yards away, at the end of a spur off the main line. CNJ shared its station with New York Ontario & Western; it was across the river from the other two. Nestled in the valley below the Lackawanna station was the L&WV's terminal; rather farther away (900 yards) was Erie's station.

In between, at Plains (but much closer to W-B, only two miles from the L&WV's southern terminal), the Wilkes-Barre & Eastern, the extension of the Susquehanna from Stroudsburg (at that time both controlled by the Erie) had its western terminal (though the WB&E and Laurel Line stations in Plains were themselves about half a mile apart).

Let's look at Wilkes-Barre first.

As noted in earlier columns, the D&H provided six weekday and four Sunday trips between Wilkes-Barre and Carbondale, one of which continued on to Nineveh (both weekdays and Sunday).

Lehigh Valley was the primary user of Union Station, with four westbound and five eastbound through trains. The *Lehigh Limited* and *Black Diamond* were night and day trains, respectively, on the New York area-Buffalo run; both carried Philadelphia cars eastbound. Westward, the *Lehigh* had Rochester and Detroit cars, the *Diamond* a Chicago sleeper, service west of Buffalo for both these trains running on the Michigan Central. The *Chicago-Toronto Express* also had a Chicago M.C. car, but most of the train went to Toronto via the CN, or to Buffalo (the Buffalo and MC cars left the main train, which did not run via Buffalo, at Depew). The *Chicagoan* was a through New York-Chicago train via CN-GTW, which did make the detour into Buffalo, dropping another MC Detroit sleeper there. These trains' eastbound counterparts were the *Philadelphia-New York Express* and *New Yorker* respectively, both of which also carried Philadelphia equipment (in the *New Yorker's* case, only a WB-Philly parlor). The fifth eastbound train, the *Philadelphian*, ran only as far as Bethlehem; its equipment, though not its name, continued to the Quaker City on the Reading. All these trains ran daily. Terminating either at W-B or nearby Pittston Junction were the daily *Wilkes-Barre Night Express* and the except-Sunday afternoon

Wilkes-Barre Express; only the day train had an eastbound version.

A daily unnamed train originating at W-B (and carrying an Ithaca sleeper from the *W-B Night Express*) presumably was the *Philadelphian's* opposite number. Even in February there must have been significant Sunday afternoon business east of Wilkes-Barre, for the only other "express"-type train on the schedule was a Sunday-and-holiday train originating at W-B and running 10 or fewer minutes ahead of the eastbound *Black Diamond* all the way to Penn Station.

Additional local service was provided west of W-B by two main line locals each way to and from Sayre, reduced to one on Sundays. Two except-Sunday round trips ran to Towanda (also a main line point) by way of the branch through Bernice. (With only two stations between Wilkes-Barre and Penn Haven Junction, where the Hazleton Branch came in, "local" service east was provided by some of the through trains; east of Penn Haven/Mauch Chunk, real locals came back onto the schedule.)

The PRR contributed two daily Philadelphia trains, morning and afternoon, running via Hazleton, Pottsville and Reading (in later years to be named the *Anthracite Express* and *Mountaineer*), as well as four trips down the river to Sunbury (three on Sundays). Two of these trains had through cars to Pittsburgh, a parlor on the midmorning departure running via Williamsport, Lock Haven and Bellefonte to the main line at Altoona, the evening a sleeper routed via Harrisburg.

The CNJ, meanwhile, fielded three Philadelphia-Scranton expresses a day, and one Jersey City-Scranton local. Philly had morning and afternoon day trains, the *Philadelphia Flyers* eastbound and *Scranton Expresses* west (except for the Sunday morning westbound, which for some reason was the *Scranton Flyer*). The night trains, the *Midnight Express* westbound and *Fast Mail* eastbound, later became the *Interstate Express* (although at this time, only Scranton and Binghamton sleepers were in the *Midnight*; the Syracuse car ran earlier, in the afternoon (really early evening) *Scranton Express*).

On the interurban side, the WB&H ran 10 locals daily to and from Hazleton, with an 11th train northbound-only except Sunday; a daily morning express train southbound had only one intermediate stop but no northbound counterpart. There was also a Sunday-only afternoon express southbound, but no northbound express service was shown.

The Laurel Line, the Lackawanna & Wyoming Valley, had much more service. Locals ran throughout the night and day, with the longest interval being 90 minutes (1:45-3:15-4:45 a.m.); daytime departures

could be as frequent as every 20 minutes (3:30-7:30 p.m.), but were basically 30 minutes through the day. Sunday service was slightly less frequent in the early morning, but the 20-minute interval service ran from 8:10 a.m.-8:30 p.m. In addition, express service ran hourly, except on Sundays, from 7:25 a.m.-7:25 p.m. (northbound; the last southbound express was in the 6 o'clock hour). These trains made only three intermediate stops, at River Street Wilkes-Barre, Pittston, and South Avoca (trains during the morning and afternoon rush hours skipped South Avoca); the locals had 16 intermediate stops.

At Kingston, the Lackawanna had four weekday Scranton-Northumberland trips each way (down to two on Sunday), and also originated the except-Sunday *New York Day Express*, running through to Hoboken. The westbound was the *Scranton Express*, even though Kingston was its terminal. The Lackawanna showed connecting service to and from its trains into W-B proper, presumably by the local trolley company; run time was less than 10 minutes, as some connections showed W-B times 10 minutes earlier (or later) than the Kingston times.

Scranton service

As for Scranton, where DL&W was the dominant carrier, its service included, besides the Northumberland Branch trains, five east-west mainliners. Only the flagship, the *Lackawanna Limited*, carried the same name in both directions (as well as a Syracuse parlor car). Other westbounds: the *Chicago Limited*, with through sleepers for the Windy City via both Nickel Plate and Wabash west of Buffalo; the *Western Express*, also with a Nickel Plate Chicago car; the *Buffalo Limited*, which also carried Syracuse and Ithaca sleepers (and picked up the Philadelphia-Syracuse car from CNJ's *Scranton Express*); and the *Buffalo Mail*. Eastbound trains were the *Lackawanna Special*, the *Owl*, and two different *Chicago & New York Expresses*. Westbound locals included a daily Buffalo and weekday Binghamton train originating, a daily Hoboken and weekday Tobyhanna train terminating, and a weekday Hoboken-Elmira local. Eastbound weekday locals terminated from Binghamton and Bath, originated for Tobyhanna, and ran through Elmira-Hoboken, daily. (The Binghamton-Scranton and Tobyhanna-Scranton locals were scheduled at commuter hours.) A Binghamton-NY weekday local carried the name *New York & Philadelphia Express* and through cars from Syracuse, but made many local stops on the main line.

In addition to the Wilkes-Barre trains noted above, D&H also provided three weekday Scranton-Carbondale local round trips.

Jersey Central's Scranton service was the same as Wilkes-Barre, although the Binghamton sleeper on the *Midnight Express* westbound made the Lackawanna connection at Taylor, so it provided no service from Scranton. This was also true of both the Syracuse and Bingo sleepers eastbound, but since the train also carried a Scranton-Philly sleeper, the service wasn't missed.

The O&W's service, also at the CNJ station, consisted of one trip a day to the main line at Cadonia.

The Laurel Line's service pattern duplicated that at Wilkes-Barre, with of course some difference in the detail times, but not in the pattern (we are, after all, talking about the same trains). Besides the main line service to Wilkes-Barre, though, L&WV also provided service on its branch to Dunmore (the terminal actually being at Maple Street) from roughly 5 a.m. to midnight, running half-hourly through most of the day.

Erie had two inbound and two outbound trains a day at its Scranton facility, to and from Hawley, where the Scranton Branch split from the Honesdale Branch. While in some cases the Scranton train numbers continued to or from the main at Lackawaxen, it would seem that Erie considered Honesdale the more important terminal, since through-car service to/from Jersey City was available only on that leg of the branches.

Oh - and at Plains, the WB&E provided a 6-day-a-week mixed to and from Stroudsburg. Any connections with parent Susquehanna at the latter town would have required an overnight stay.

Fifty years later

By the late 1950's, service at W-B was down to day and night through trains on the LV (two night trains westbound; the eastbound *Maple Leaf* avoided W-B, using the Mountain Cutoff direct from Pittston) and the Jersey Central's Wilkes-Barre - Jim Thorpe stub of the old *Interstate Express*. At Scranton, there were three Hoboken-Buffalo trains (four westbound, fewer both directions on weekends), the weekday (by this time meaning 5-day-a-week) *Merchant's Express* and its unnamed westbound counterpart, and 6-day a week Hoboken-Binghamton (west)/Scranton-Hoboken (east) locals on the Lackawanna. Name trains still abounded: the *Black Diamond* (both directions), *Maple Leaf* and *Star* (west) and *Major* (east) on the LV; the *Phoebe Snow* (both ways), *Owl* and *Twilight* (west), *New York Mail*, *New Yorker* and *Pocono Express* (east, as well as the *Merchants*). The *Star/Major* still had a Philly sleeper, and the *Phoebe* and *Westerner/New Yorker* still had through

continued on page 37



Modeling Matters!

by Steve Wagner

HO D&H ex-D&RGW coaches

Walthers WILL be painting and lettering its authentic Pullman-Standard 52-seat coaches for the Delaware & Hudson. Order #932-16762, \$34.98 list, expected August 28.

The cars will be ready to run, with decals for the car numbers so that a modeler could replicate all six of the cars the D&H bought from the Rio Grande in 1967. These cars left the D&H more quickly than any of the other D&RGW streamliners, since they were sold off for service in South America after the *Laurentian* ceased running when Amtrak started up in 1971.

Other new Walthers stuff

One of the most appealing all-new cars listed is a wooden 50 ft. express reefer lettered for the Railway Express Agency and several other users. Road names (not including D&H) are listed for the forthcoming heavyweight paired-window coach, diner, observation and several types of sleepers. Several of these will be available painted Pullman green but unlettered. Also some new buildings in both HO and N scales.

More details next month. Check walthers.com for listings and pictures as they are posted.

HO NPP D&H 4-8-4 performance

Member **George Stubbs** e-mailed a response to my question in a recent column concerning the minimum radius required by the Delaware & Hudson K62 Northern made in brass by Nickel Plate Products decades ago:

"I purchased one in the '70's and found the minimum radius to be about 33 inches. One major limiting factor is insufficient clearance between the trailing truck's sideframe and the main frame casting's rear extension beneath the firebox and cab. On curves under 33 inches, the 'outside' side frame swings in against the rear casting side, and this derails the truck wheels.

"I rebuilt this rear frame to a narrower design and reduced the minimum radius to about 31 inches. Unfortunately, my layout's minimum radius is 30 inches!

"This model does not 'track reliably' through switches and yard tracks, especially in reverse. It looks realistic 'on the mantle' but runs poorly over complex trackwork. I had paid about \$150 for my unpainted K-62, and can't believe the \$400 asking price at the show!"

Thanks, George. There's nothing like the voice of actual experience.

ST SD26's in D&H country

Springfield Terminal's ex-Santa Fe SD26's, which Atlas is modeling in both N and HO scales, ran frequently over the Delaware & Hudson while Guilford controlled it, and at least two of the three still in use have continued to do so, mostly on trains to and from Mohawk Yard. They also take trains to and from the CSX.

See rr-fallenflags.org for photos of ST 617 in East Binghamton (May 1987) and Scotia (March 1988), 619 at Rotterdam Junction (October 1986), and 621 at Albany (June 2001). The May Railpace has a fine portrait by Jack Wright of the 619 leading MOAY through Hoosick Falls January 31, and a photo by Gary Schermerhorn showing the same loco at Selkirk after dropping WARJ February 12.

Besides the 619, the currently active units are the 621 and 643. The 615 is white-lined and ready for scrapping.

Atlas HO ST SD26's

Atlas is offering the following locos as "Master Series Silver" models without decoder (but ready for one to be installed) and without sound: Walthers 150-7905 ST 619, -7906 ST 627, and -7907 ST without numbers, list \$109.95. The following will be "Master Series Gold" models with decoder and sound: 150-7935 ST 617, -7936 ST 621, -7937 ST without numbers, list \$229.95. They're expected in September.

Atlas notes that because of the high starting voltage needed by the sound system, a loco with it can't work properly together with one without sound on layouts using traditional analog control rather than DCC. I suspect there'll be considerable swapping of numbered shells to enable modelers to configure lashups with and without sound to their liking.

As usual, Atlas has been paying good attention to variations in the lettering of the locos it's modeling. On the 619 and 621, the Springfield Terminal name is to the right of the big circle-arrow G on both sides of the locos' long hoods. But on the 617, 627 and the no-number unit, the road name is to the left of the big G on the right side of the locos.

The model SD26's will also be offered undecorated and in Santa Fe paint and lettering.

Kadee working on D&H PS-2

Jim Odell told me after the BLHS lunch in Scotia on May 22 that Kadee is indeed working on producing HO covered hoppers properly decorated for the Delaware & Hudson. He says they have enough material to do three different paint schemes. The firm sent him a sample of gray paint for one, and he pronounced it good.

HO D&H U30C's delayed

The Phase II General Electric U30C models that Atlas announced March 1 were listed as expected in July, which seemed optimistic. Sometime in May, atlasrr.com changed that to October.

Three periods of D&H diesels

This is part of a posting on the SD26 thread at the Atlas HO forum by Jason Cook of Fort Wayne, IN:

"I'm modeling a fairly broad era on the D&H: 1970-ish up until the CP takeover. My first railfanning experience was at the D&H's Fort Edward yard on December 26, 1987. The only engine there was a Guilford-painted GP7 or GP9. I have the pictures somewhere.

"For me, there are three specific periods that I am really interested in during that 20-year period.

"1. 1969-1974: When the U33C's were brand new and ruled the main along with the U30C's and C628's with run-through LV C628's and you could still catch four and five RS11's/36's on trains. And NO EMD's (the SD45's were traded to EL for this period).

"2. 1976-79: The U30C's and C628's were on their way out, but there was a huge influx of new power in the form of brand new 7600 series GP39-2's, ex-Reading series 7400 series GP39-2's, and 7300 series GP38-2's and 400 series C420's from the LV. There were still plenty of traditional D&H Alco's in the form of RS11's/36's and some RS3's, too.

"3. 1985-88: Guilford went on a shopping spree and bought up a pile of diverse 6-axle castoffs from all over the country. The massive high nose SD45's from Southern and N&W, SD40's and a U30C from Detroit Edison, ex-Illinois Terminal SD39's from N&W, and the beastly SD-26's from Santa Fe. And still a sprinkling of RS11's and 36's to smoke things up.

"Three very distinct eras in a short twenty-year stretch. This one railroad has a little of everything."

Thanks, Jason!

D&H HO on eBay

As usual, this is just a selection of transactions, this time from very late April into very early June.

An IHC "D&H" 4-6-2 drew thirteen bidders and sold for \$43. Another attract-eleven bidders and went for \$36, a bid made six seconds before the auction ended. Still another drew seven bidders and sold for \$46, again a bid placed six seconds before the end. (I suspect the use of a computerized "sniping" program.) Twelve bidders vied for yet another; the winner submitted a bid of \$61 just over five minutes before the auction's close. And the first one sold in June attracted three bidders and went for \$46.

A Rivarossi "D&H" 4-6-6-4 drew three bidders, but the top bid of \$160.50 didn't meet the seller's reserve price.

Six would-be buyers vied for an Atlas Alco S4 switcher, which went for \$97. I think that's nearly three times what I paid for one when they first were produced; admittedly, I got it at a good discount.

An MDC RS3 in the "blue dip" paint scheme with yellow side sills attracted four bidders and sold for \$45.50.

A Life-Like Proto 1000 RS11 drew six bidders and sold for \$76.50.

An Athearn SD45 custom painted to resemble the units the D&H partially repainted after getting them back from the Erie-Lackawanna sold for the starting price of \$49. An undecorated Proto 2000 SD45 that could be finished as a more accurate D&H model attracted two bidders and sold for \$84.

A Stewart Century 628 went for just \$50 to the only bidder for it. An Overland brass C628 custom painted for the D&H sold for \$295 to the single bidder.

Proto 2000 models of PA's 16 and 18 attracted six and four bidders, respectively, and sold for \$77.01 and \$103.51. Later, another P2K model of #16 drew just two bidders and sold for \$46.54. A nicely painted Overland (Ajin) brass PA4 drew three bidders and sold for \$42.5.

An Atlas U33C in the lightning stripe livery attracted three bidders and went for \$76.01. The same type of locomotive in Guilford livery drew six bidders; the winning bid of \$71 was submitted in the last minute of the auction.

An Atlas U23B in the lightning stripe livery attracted seven bidders and sold for \$48.99. Two Atlas U23B's from the most recent run (solid blue with yellow side sills) went for \$56.01 and \$60.99 to the same buyer, who had only one competitor for each.

Proto 2000 models of Lehigh Valley GP38-2's 320 and 323, which could be partly repainted to replicate units that went to the D&H in 1976, were offered at starting prices of \$77.95, but didn't draw any bids.

An Atlas Century 424 from the most recent run was won by the higher of two bidders for \$61.01.

An NEB&W/Rensselaer Railroad Club (Funaro & Camerlengo) resin kit for a Rutland/NYC/D&H heavyweight coach went to the sole bidder for \$14.95, only half the kit's list price.

A Tichy kit for a USRA hopper car rebuilt with panel sides, including decals for the D&H as well as other roads, sold to the sole bidder for the opening price of \$13.50. Another with a starting price of \$12.50 didn't draw any buyers. A Tichy kit for a D&H USRA single-sheathed boxcar rebuilt to carry cement attracted two bidders and sold for \$13. Another sold to the sole bidder for \$12.50.

A collection of all eight D&H 40 ft. PS-1 boxcars released so far by Kadee drew three bidders and sold for \$192.49. Individual cars of this type remained unsold or sold for \$20, \$20.50, \$22.36 or \$26.67, with no, one, two or three bidders. Another, with a low starting price, drew six bidders and went for \$19.25.

A pair of Robin's Rails kits for 50 ft. PS-1's decorated by Bev-Bel in yellow with blue herald and lettering and red with yellow graphics attracted three bidders, selling for \$18.10, which was bid in the auction's last six seconds.

Two gondolas, a blue P-S one from Con-Cor and a more modern black car from MDC, sold to the only bidder for \$9.90.

A pair of ilmenite hoppers kitbashed from McKean hopper cars went to the highest of three bidders for \$46.75.

An Atlas offset twin hopper car painted blue for City of Oneonta recycling service with a load representing crushed glass sold for \$15 to the sole bidder. Jeff Tyrrell made the load by gluing "Diamond Dust" by FloraCraft, bought at a craft store, to a piece of Styrofoam.

A custom-painted (blue) Athearn crane and gondola drew three bidders and sold for \$54.97.

A Walthers Thrall-door boxcar with Cooperstown & Charlotte Valley lettering but D&H reporting marks went for \$17.65 to the highest of three bidders. Another with a starting bid set at \$13.99 didn't find any bidders.

A custom-built model of the D&H's unique tank car that resembled the Oscar Meyer Weinermobile, unpainted so that the buyer can choose to decorate it for the D&H or the Cooperstown & Charlotte Valley, which had it later, attracted five bidders and sold for \$81.

An unpainted brass Overland model of an end-cupola wood caboose attracted four bidders and sold for \$282.01, which strikes me as high.

An Athearn bay window caboose (of Southern Pacific prototype) painted red and lettered for the D&H by Bev-Bel, assembled and nicely weathered, with added

Proto 2000 metal wheelsets, Kadee couplers, marker light lenses, window glazing and one ounce of weight, drew three bidders and sold for \$16.25.

An Atlas D&H wide vision caboose from the Historic Railroads three-pack sold to the only bidder at the starting price of \$5.

Pyrofax bottle gas from Troy?

If a statement in the caption to the cover photo of the May *Bulletin* about industries in South Troy is correct, Pyrofax LP gas or propane was produced there. That makes me wonder whether it may have been shipped from there in tank cars like the 11,000 gallon Pyrofax cars produced by Atlas in HO and N scales (and likely eventually to be made by Atlas O as well). **Jim Odell** thinks not. As indicated on the cars, Pyrofax Gas belonged to Union Carbide.

Atlas O USRA hoppers

On June 1, atlaso.com announced a greatly improved version of the former InterMountain USRA ribbed twin hopper. The models will have die cast center beam and chassis, stirrups, Andrews trucks and couplers, wire grab irons, and opening sprung hopper doors.

The real cars were built in 1918; the Delaware & Hudson was forced by the Government to accept many of them, despite President Leonor F. Loree's protests. There won't be any cars painted for the Delaware & Hudson in the first run, but there will be an undecorated car, 151-8450 for two-rail use, 151-9450 for three-rail layouts.

Four road numbers will be available for each of these: Chesapeake & Ohio (condensed road name), Lackawanna, New Haven (NYNH&H initials), New York Central (CCC&StL reporting marks), and Pittsburg & Shawmut (apparently repainted in 1952, much later than the others. Note that the Shawmut Line never adopted the "h" added to the city's name during a time of anti-German feeling.)

Three-rail cars will list for \$49.95, two-rail for \$52.95. Delivery is estimated for October.

New HO & N corn syrup cars

Very early in May, Atlas announced a 17,600 gallon Trinity-built corn syrup tank car in both these scales. (I apologize for not having gotten this news into the June issue.)

The real cars were built from the mid-1980's to the late 1990's; they were larger than the prototypes of the tank cars Walthers has offered in HO but smaller than those of the HO models forthcoming from InterMountain. They'll have three different styles of fittings, varying according to

the user of the real cars; three different undecorated models will be offered.

Paint schemes will be ADM (with the current "leaf" logo), Cargill with "solid" reporting marks, Cargill with obviously stenciled reporting marks, Corn Products (both CCLX and GATX), Liquid Sugars, Minnesota Corn Processors and Tru-Sweet/Amazo, two road numbers each.

HO undecorated cars will list for \$18.95, decorated ones for \$24.95. N scale undecs will list for \$12.95, decorated cars for \$18.95. They're all expected in October.

I join the very knowledgeable "Curt Mc" of the Atlas HO Forum in hoping for cars painted for ADM Corn Sweeteners (with a memorable cross section of an ear of corn) in the next run of these models. I saw a great many of them in the 1980's and 1990's, some at the Veryfine juice plant in Littleton, MA, others at an ADM unloading facility near Lechmere Square in East Cambridge. If A.E. Staley uses this type of car, I'd also like to be able to get some in their livery; nearly all the cars that come to the soft drink bottler in Ayer come from this shipper, based in Decatur, IL.

Modeling what you see

Among new HO products announced by Atlas June 1 are GP40's in paint schemes including two numbered Guilford units, MEC 307 (Walthers 150-9707) and 310 (-9708) and one without reporting marks or numbers (-9709). This series represented by these models came from the Penn Central, and I suspect the locos didn't go to Guilford until after it had let the D&H go. Certainly they're a much lower priority for me than many D&H and B&M engines. But I saw one of their sisters switching in Ayer last week, and...they are tempting.

Laser-kit details for Branchline heavy-weights

See laserkit.com for specifics on thin windows, marvelous "etched" rest room windows, and other details made by American Model Builders for Branchline's HO heavyweight coach kits. More particulars in this space next month.

More HO PS 5344 boxcars from Athearn

On May 6 trains.com's product news stated that Athearn would release more Pullman-Standard 50 ft. 5,344 cu. ft. boxcars in June and/or July. (Athearn's own web site posted drawings of them a week or two later.) One will be painted as the sole Montreal Maine & Atlantic car to be painted in the famous red, white and blue State of Maine Products livery: order #7186. The model's Youngstown doors (one per side) match those of the real car.

Other new road names will be CP Rail, (bright red, nos. 7176 and 7177), Chicago & NorthWestern (Zito yellow), Milwaukee (boxcar red), Vermont Railway (yellow with green herald and lettering), and Wisconsin Central (boxcar red or maroon). Two road numbers per name, MSRP \$15.98 each.

Athearn's kit for a CP Rail car like this had lettering that showed it had been shopped in Oneonta. I passed up the VTR kit, like the two B&M ones, because those railroad's cars of this type had Pullman-Standard's proprietary doors, not Youngstowns. (The doors could probably be removed with some effort and replaced with spare P-S doors from the Walthers 50 ft. waffle-side PS-1 boxcar kits.)

No favoritism intended

I learned indirectly that a hobby shop owner in D&H country was upset by my mentioning in the June issue that a particular model was available at a low price from another dealer. I really hadn't intended to play favorites, but I did want to pass along news from the dealer's web site that I still - more than a month after its posting - haven't seen from any other source, and since that dealer was selling the product at less than list price I indicated that as well.

Shopping by price only is not something I practice myself. I'm quite happy to pay full list price, especially for items that are hard to find. I also rarely visit a hobby shop without buying something.

World War II cars delayed

On June 1, walthers.com changed the "expected" dates for Walthers' own HO troop sleepers and troop kitchen cars to June 28.

Depressing news

The new Walthers HO depressed center flatcars made it to market in May - that is, the ones painted for about half the announced paint schemes. Some of the most interesting ones, including General Electric, Kasgro and TTX, were reported by walthers.com as "in transit" May 27; they hadn't reached the Milwaukee firm as of June 2.

Other upcoming Athearn HO RTR

Five-packs of composite twin hopper cars will be offered painted for the B&O, C&O, CB&Q, Nickel Plate, PRR, Santa Fe, Southern and Virginian, listing at \$79.98, due in July.

There are also two Wisconsin & Southern ACF Center Flows, same price, and two SD40-2's painted for the same road, \$79.98 list each, July.

Moreover, GP38-2's, 57 ft. mechanical reefers and single-dome and chemical tank

cars painted for CocaCola in three paint schemes each. And numerous new John Deere locos, cars and trucks. And a rerun of the Napa Valley Wine Train F7's, passenger cars and freight cars produced earlier (with the same road numbers).

More SIECO boxcars in N

Trains.com also stated that Athearn would produce a second run of SIECO 50 ft. boxcars in N scale. Two road numbers each will be decorated for Bay Colony (gray with orange and yellow bands and a sea gull against an orange sun), Florida East Coast (big yellow initials on a bright red car), Hutchinson Northern (dark blue), Minneapolis Northfield & Southern (big red initials and herald on a blue car), New Orleans Public Belt (boxcar red "plain Jane") and Raritan River (bright red with big name and RR reporting marks), list \$15.98 each, expected June-July.

Other new N from Athearn

May's announcement also included six new CocaCola box vans. (I'm not certain the firm has done these paint schemes already in HO.) A John Deere 60 series tractor (1960's if not later, I think) and six John Deere billboards are coming as well. (These definitely have been done in HO.)

Recent Athearn HO RTR

I have now bought five of the Ready To Roll cars Athearn has released since its new owner Horizon has become its only distributor. They are a New York Central flatcar carrying a cabin cruiser, a Rutland flatcar carrying an airplane, a Texas & Pacific mail storage boxcar, and Domino Sugar (Amstar) and New Jersey Zinc "chemical" tank cars.

As has been the norm in this line, the paint and lettering are superb - the side ladders on the boxcar, for instance - but the cars themselves are made from mostly very old tooling (the Superior doors on the boxcar were made relatively recently but still have sizable "claws" at the bottom) and the models only approximately resemble their prototypes.

The flat is actually quite accurate for the Rutland (and not for many other roads). An airplane is an implausible load for a Rutland car, however; I'll want to transfer it to a Pennsy flat and put a couple of marble blocks on the Rutland car. I'm afraid the bracing for the plane looks quite strongly attached. The NYC car has reporting marks and car numbers that look very large indeed compared to most.

The plane and boat are both much more nicely painted and lettered than their predecessors. Athearn seems to have matched the states of registration of the boats with most of the railroads on whose cars they're loaded.

The boxcar is taller than the ones the T&P painted in Eagle colors for mail storage service, and I strongly suspect the tank cars aren't exact models of the cars they're lettered as, either.

I bought four of these cars from a mail order dealer I've dealt with for years (who also has a substantial retail store) and the other from a large train store. Both used their usual discounts, or at least close to them, in pricing them.

HO Airstream prices

By mid-May, prices for Busch's models of these familiar silver trailers were posted at walthers.com: #189-1054 is a "trailer park" including two of the trailers, \$26.99 list; #189-44718 is a fifties Buick with one trailer, \$20.99 list. Both sets are expected July 31.

More IH trucks in HO and N

Classic Model Works has announced additional International Harvester R190 (from the 1950's) box van delivery trucks. They are an ice company (white with blue and black lettering), A&P markets, U.S. Mail, B&O, CB&Q and Nickel Plate Road. Single HO trucks will list for \$12, pairs of N scale ones for \$10. Walthers expects all by August 1 except for the HO mail truck, which is listed for August 12.

Neither walthers.com nor classicmetalworks.com had posted photos or drawings of any of these except the ice truck by June 3, so I can't specify their liveries.

Latest Kadee freight cars

An announcement posted at kadee.com May 18 (but dated May 19) listed the following pre-assembled HO models:

New Haven PS-2 covered hopper #117008, as built new in 1954 with the script herald, Walthers 380-8611, \$38.95. I expect this to sell out quickly.

Two boxcars, repeats of paint schemes already done, but with new road numbers. Columbus & Greenville 3433 is a green 40 ft. car with black ends and roof and 8 ft. Pullman-Standard doors, as built in 1957, #380-5358, \$29.45 list. L&N #97117 is a blue 50 ft. car with black roof and one single 9 ft. Youngstown door on each side, as built in 1957, #380-8611, \$31.95 list.

Atlas O Coalveyors

Jim Weaver confirmed on the firm's web site May 4 that it would be releasing 1/4 in. scale Coalveyor gondolas in the fall. The first road names will include ACF demonstrator, Nebraska Public Power, Utility Fuels, Unitrain Services and Wisconsin Public Service. The three-rail cars will each have a rotating coupler on the proper end. Does that mean we should expect a working car dumper?

A source for Atlas O

I agree with Bill Kozel that Bob Thatcher's AM Hobbies, on the internet and in Wellsboro, PA, is a good source for Atlas O equipment at a discount. Bob was patient with me when the U.S. Postal Service took nearly four weeks to deliver the money order I'd mailed to him.

Wellsboro is close to the Pine Creek Gorge, also known as the Grand Canyon of Pennsylvania. The New York Central used to carry heavy coal traffic on a line next to the creek.

Plano panels for HO autoracks

See planomodelproducts.com for details on the metal replacement side panels for Walthers HO autorack cars that this well-respected firm has now and is working on.

Plano is well known for its stainless steel replacement walkways of many types specifically designed to fit particular models.

Milwaukee ribs in HO

A new supplier, Rib Side Cars, has produced plastic kits for the highly unusual rib-sided boxcars the Milwaukee Road built in its own shops in 1939 and 1940. They're 40 ft. cars with the ribs extending to the ends of the sides, and the photos of an undecorated pre-production car show that they're much more detailed than the MDC Roundhouse cars that have been available in metal and then styrene for fifty years or more. Undecorated kits reached at least one dealer by May 20 or so. Decorated kits are due later. See ribsidecars.com for more information.

HO trucks and wheelsets

An article in the May issue of *Railroad Model Craftsman* on building a superdetailed tank car has an excellent "sidebar" on trucks and wheels, which anyone interested in modeling freight cars in HO might learn something from.

New Atlas HO

On June 1 atlasrr.com announced four new groups of models. Entirely new in HO, though already made by Atlas O and expected in N from Atlas in July, is the "NE-6" caboose. That's the New Haven's designation for the type, of which it was the most conspicuous user. Atlas's first NH release will be mostly orange, with black. But "NH style" hacks are also being decorated for Clinchfield and Penn Central. "NKP style" caboose (with the side windows closer to the ends) are being painted for Nickel Plate and Norfolk & Western (bright red with hamburger herald). Two road numbers per paint scheme; undecorated MSRP \$18.95, decorated \$26.95, estimated for October.

Also completely new are GE C40-8W locomotives in both the Master Gold series (dual-mode decoder and Quantum sound) and Master Silver (decoder-ready) versions. Three different undecorated versions (CSX/UP, Santa Fe, and CR, two road numbers and an unnumbered version for Conrail Quality, CSX ("bright future"), Santa Fe (red and silver war bonnet) and UP (yellow and gray with red). Gold series list price \$259.95, Silver Series \$139.95, expected in December.

New road names for the GP40 include Guilford Rail System (MEC), Amtrak, Burlington Northern, Illinois Central, Kansas City Southern, New York Central, Rochester & Southern (GWI) and Wisconsin Central, two road numbers and one unnumbered unit for each. These will come with dual-mode decoders but no sound system. List price \$129.95, delivery estimated for November.

Coalveyors will come in one new road name (KCLX/SJLP Kansas City Power & Light) and from two to twelve new road numbers for nine other paint schemes. Listing for \$18.95 or \$19.95 per car, expected in October.

New Atlas N

The old time 2-6-0 will be offered in three new paint schemes: Pennsylvania, Santa Fe and a new Porter "stock" paint scheme of dark green, Russia iron and gold trim, ready for the modeler to add lettering. The road names from the first run will also be repeated. It's estimated for November at a list price of \$129.95.

The GE B23-7 loco models will be available in four undecorated versions, plus appropriately detailed units for Santa Fe ("Kodachrome"), BNSF (orange, green, yellow), one Conrail "Keep It Moving!" and three CR Quality, Family Lines, MoPac, and NS (high short hood). Two numbered units and one unnumbered one per paint scheme, except as noted. Standard locos will list at \$99.95 each, those with decoders at \$134.95 each. They're expected in November.

Ore cars will be made in two road numbers each in two new paint schemes: Canadian Pacific (script) and Big Red Line (Omaha, Lincoln & Beatrice), list \$8.50 each. Undecorated cars will be \$6.25 each, and new road numbers for 23 paint schemes will be \$7.25 each.

Finally, a new run of Coalveyors will match the HO one except for the list prices, which will be \$14.95 per car for those done in twelve numbers and \$15.95 each for those made as single numbers.

Other forthcoming Atlas O

A "rebuilt" 40 ft. wood reefer with simulated metal roof, raised hatch plat-

continued on page 37



Bridge Line Memories

A compendium of the letters, items, stories and memories about our favorite railroad and other related subjects.

The Central looks to the D&H from *Bill Larkin*

Here's a story from a clip my Dad sent me almost 60 years ago in the South Pacific, where I was serving at the direction of the U.S. Navy. At the time my home was in Delmar, N.Y. The clip came to light recently during one of several trips down Memory Lane.

It must have been something to see all those sleek, heavy trains on the A&S. But, as the article states, the 300's made easy work of the runs. I imagine there must have been speed restrictions on the Albany-Delanson segments of the runs. Through Delmar the trains were either picking up speed after the climb out of the Normanskill Gorge or slowing down for the grade into Kenwood.

As I recall, the *Albany County Post* was a fairly short-lived newspaper devoted to happenings primarily in suburban and rural areas of the county.

The story:

Crack trains routed over D&H in storm

The Delaware & Hudson suddenly changed roles from a freight-carrying road, for which it enjoys quite a reputation, to one of super passenger service Monday night, when a snow storm tied up the yards in Buffalo.

The New York Central accordingly arranged with the D&H to handle, for the first time in history, a lot of its crack trains, east and west bound, including such famous names as the *Twentieth Century Limited*, *Southwestern Limited*, *Wolverine* and *North Shore Limited*.

The long string of Pullmans were shunted onto D&H tracks at Albany for the trip to Binghamton, where the Erie took over for the trip west. Eastbound, one train stopped in Oneonta 20 minutes to

enable hungry passengers to get sandwiches at nearby restaurants. The trains rolled through Delmar just as though it were an everyday occurrence.

Although the D&H goes in mainly for freight hauls to Canada and New England, the road is well able to haul heavy passengers and troop trains with its fleet of 300-class locomotives, which made easy work, it is reported, of the heavy Pullmans Monday night.

By early Tuesday morning, conditions had improved so that the New York Central trains could make regular runs.

When first hearing the many extra trains passing over local rails, vicinity residents believed the extra runs were caused by troop trains, which have passed through in increasing numbers. But the greater number of coaches and lighted diners soon indicated that something different was under way.

(Reprinted from the Albany County Post of December 21, 1945.)

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

Let's Talk It Over from page 32

cars to Chicago on the NKP, but everything else was gone. In a few more years, LV would be gone, too, though Erie Lackawanna, successor to DL&W, continued on a bit longer. But today, and long since...

And at present

Today, only Steamtown's excursions (and the Electric City Trolley Museum's trolley) provide rail passenger service in the area. While there is still hope for a resurrection of the Lackawanna Cutoff service to New York (or thereabouts; service to Penn Station would require dual-mode power, but would provide a one-seat ride connection with electric trains at Newark or PATH, and ferries at Hoboken would not), who knows when or if that will come about.

What a difference 80 years makes. What was commonplace then is nearly unimaginable now.

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 36

forms with simulated hatch plugs, a "power" brake wheel, and modernized brake components under the car, is expected in October.

An orange Pacific Fruit Express car with red, white and blue "Overland" Union Pacific shield on one side and a Southern Pacific herald on the other will be offered in eight road numbers. A white Merchants Despatch reefer with thin red and blue stripes near the bottom of the sides will come in two road numbers.

(This livery dates to the 1920's but lasted at least into the 1940's.) Two road numbers each will be offered on three classic and elaborate "billboard" paint schemes: Berkshire Hams & Bacon, Hardy Salt and Oak Grove Butter. Three-rail cars will list for \$59.95, two-rail for \$62.95.

40 ft. Wood Reefer Collector's Guide

Each of the new Atlas O rebuilt reefers will come with this 52-page book. It will contain 100 color photos and a history of 40 ft. wood refrigerator cars. Also articles on the man who inspired the Atlas O reefers (Bob Wagner - no relation - who lived from 1912-1999, was passionately interested in the history of billboard reefers, and scratchbuilt many models of them, painting them by hand) and on how Atlas O started making reefers.

The guide will also be available without the cars for \$5. The net profits from its first edition will be donated to the New York Society of Model Engineers, which built one of the pioneer O scale club layouts.

More Atlas O cabooses

The "standard cupola" International caboose will be offered in a new road name, Norfolk Southern. New paint schemes on the extended vision caboose will be two Chessie Safety liveries (red with "MAKE THIS YEAR A SAFER YEAR" and yellow-gold with "LAST IN THE TRAIN BUT FIRST IN SAFETY") and an orange Rio Grande (two road numbers). New road numbers on the extended vision car will be made for Reading and Santa Fe. Three-rail \$64.95, two-rail \$69.95, expected in October.

More Atlas O Dash 8's

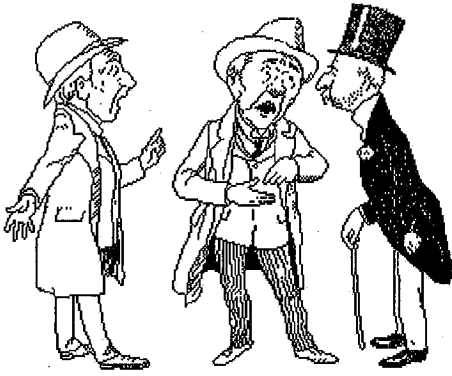
Finally, Atlas O promises B40-8's in BNSF (patch job on Santa Fe loco) and UP, and B39-8's in BC Rail, GE Demonstrator, Providence & Worcester and Southern Pacific. Three-rail and two-rail locos with TMCC will list for \$449.95, two-rail DC locos for \$419.95 and unpowered locos for \$209.95. Delivery is estimated for October.

Going postal

Athearn is also producing three more states' worth of billboards, trucks and boxcars based on the kitschy tourist-oriented stamps issued by the U.S. Postal Service within the past few years, this time for New York, North Carolina and Rhode Island. Delivery was scheduled for April. Billboards list for \$9.98 each, trucks for \$17.98, 50 ft. boxcars for \$16.98.

N scale versions of the billboards and trucks will be offered, listing for \$7.98 and \$11.98 each, respectively.

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



Good Stuff!

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

edited by Jim Bachorz

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

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

This month's items come to us once again from **Midwest Rail Scene Report**.

The first was reprinted by permission of author, Joseph D. Santucci; it's from his "Hot Times on the High Iron" series:

Today we muse over a few more characters of the game... As I constantly remind folks, railroaders are quite a diverse group of people coming from a multitude of backgrounds. We are a true melting pot, although at times it appears that we have melted down into a pile of goo. The beautiful bride thinks that we're really all nothing but a weird and strange bunch. Of course she married a railroader so what then does that say about her? Being that it has been awhile since I've done one of these little tributes to some of the folks I've worked with over the year, I figured it was about time to present a few more of them. So from the collection of some of the most colorful and unusual people I've ever met anywhere comes a few more for your reading pleasure. And of course, none of the names, railroads or locations will be mentioned to protect the guilty.

We'll start out with those that are financially prudent. It is amazing just how "thrifty" some railroaders can be. To observe their methods of frugality you'd think these people were destitute. Now while I have worked with a few guys that

were flat broke, others had a few bucks but lived like they were homeless. Still others have become quite successful financially, but again, to look at them and listen to them talk, you'd believe they were destitute. There are a few I've known over the years that actually buy their clothes at those resale shops operated by Amvets, the Salvation Army and the like.

One character I've known would never ever take a turn to buy coffee and doughnuts. You'd work a job with two or three, or sometimes even four other guys and it was sort of an unwritten rule that periodically somebody would stop and pick up doughnuts and maybe coffee as well for the entire crew. A dozen doughnuts and a few coffees are not exactly going to break the bank. We'd all take turns usually picking up the goodies once a week or so. Whenever it came to this guy's turn, he would always have some idiotic excuse on why he couldn't buy. And the worst part was this guy had more money than all of the rest of us on the assignment put together. Probably why, he never spent any of it. Rumor was that he had not only the first dollar he ever made; he also had the first penny, nickel, dime and quarter as well.

I worked with one guy that drove an expensive Lincoln. He loved that car like a mother loves her children. He had a wood burning stove in his house and was literally a slave to it. Every day at work he would scrounge up the loose wood left behind on empty flatcars. This was lumber used to support, secure and block loads, and most of the time it was rough sawn hardwood, which will burn quite nicely. Every free moment this guy had would find him climbing onto empty flats or into empty gons to gather up this wood and toss it off onto the ground. He would then have me pull the engine up to him and proceed to load it onto the catwalks of the engine. When we got back out onto the switching lead, he would then toss it all off the engine. He worked his tail off gathering up this wood and on summer days would be sweating like a pig in doing so.

One particularly hot summer day he really hit the "mother lode" with a huge amount of scrap wood on a flatcar. He tossed it all off, and when the engine got up to him, proceeded to load it all up. The side of my engine looked like a lumber delivery truck. He called up to me to give him a hand loading it, as there was so much of it. It was extremely hot and humid, and he was starting to struggle a bit to handle it all. I asked him if he was going to let me have any of it; he immediately became defiant and proclaimed that this was "his wood". I politely declined and just sat there watching him struggle. My attitude was "your wood, your strug-

gle". He kept an electric chain saw in the trunk of his car, and at the end of the day would pull it out and plug it into one of the outlets outside and proceed to saw the larger pieces down. When this chore was complete, he would put the chain saw away, open the sun roof on his Lincoln and then load the wood through the sun roof and onto the floor of his car. He would pull out and head for home with all this wood sticking out well above the roof line of his car. Of course, this had him looking like a real hillbilly. I once commented to him about his being a slave to the wood burner. He boasted that with the money he saved on heating bills, he could afford that Lincoln. I commented to him that all he really had was a very high priced lumber wagon. His feelings were truly hurt and he went off to pout.

Another tightwad I worked with never brought a lunch. When we would go to dinner, he would just hang around watching us eat. He gave you that look that a puppy trying to beg for food would give only he didn't sit up or give paw. If you didn't finish something, he would ask you for it. If you refused his request, he would try to guilt you into giving it to him by commenting something like "Well all you're gonna do is toss it out!" I'd always tell him that I was saving it for later.

Another character would conveniently forget his wallet several times a week. When you went to dinner, he would comment that he was rushing out the door for work and forgot to grab his wallet in his haste to get to work on time. He was frequently late too. At one point I caught an extra job with him every afternoon for five days straight and each and every one of those nights he "forgot" his wallet. I guess he figured nobody would begin to notice the pattern developing. After the third straight night of his forgetfulness, the excuse began to wear really thin. Nobody offered to buy him dinner but one guy did offer him part of their leftover sandwich. He begrudgingly took it and spent the rest of the evening complaining about how hungry he was and how tired he was getting as he didn't have sufficient nourishment to sustain him for the rest of the evening. Nobody cared and we suggested to him that maybe this would be a good lesson for him. It would teach him to be certain that he had his wallet with him whenever he departed his house for work.

Another time I worked with him I had to hear all about how his car broke down and how he didn't have any money to fix it. He cried about his wife having to drop him off at work and then come back out and pick him up in the middle of the night when we were finished. So when we tied up, I offered to drop him off at his house. He was quite grateful for the gesture.

When we arrived at his house, he saw that his wife was out. He suddenly remembered some party that was going on. He then asked if I could wait a few minutes while he went in, cleaned up and changed, and then asked if I would take him to that party. When I asked who was watching his kids, he told about some babysitter they hired. Needless to say, he didn't get the ride to his party out of me. This same guy routinely showed up for work with no gloves and work boots that looked like they were never new. He cried poor constantly, but we always heard about concerts he attended and fancy parties he was supposedly invited too. He was borrowing duct tape from me to tape up his boots that were falling apart or the old gloves that he scrounged up from somewhere.

Another character was always driving an old "beater" car. He didn't believe in spending decent money on reliable transportation. One day he was using his own car while working, and driving it from one end of the yard to the other. He had some vision trouble but never wanted to wear his glasses. Of course, one of the reasons he didn't want to wear them was because they were broken and taped together. As a result, they wouldn't stay on his face and head properly, making them quite uncomfortable, so he usually didn't wear them. He claimed he couldn't afford to get a new pair.

Anyway, he was driving through the yard in his car, not seeing too clearly, as he was not wearing his glasses. He didn't see a switch stand and he clobbered it. There was some damage to the exterior as a result of the crash, and it broke the driver's side seat. The seat itself was bent out of shape and the back was twisted to one side. He flat out refused to pay to get it fixed. Instead, he used a pillow to fill in the space where the seat was out of shape in order to allow him to sit up straight. This car was running around with bald tires as well and more than once he was observed slipping and sliding around on wet or snowy pavement.

Then there have been those that gave up cigarettes. I should clarify that, they gave up buying cigarettes. They would tell you all about how they are quitting smoking. Then all throughout the course of the trip they would bum smokes from you. I worked with one guy that was hitting me up all night for smokes. We got held at one particular spot and there was a grocery store right there. This guy didn't bring a lunch and was getting hungry. He offered to spring for some munchies and sodas if I were willing to make the run over there. I made the run and while there and using his cash, purchased him a couple of packs of smokes and also one for myself. Oddly

enough, he never mooched a smoke from me again.

Then there was the guy who really was tapped out financially. He landed a job at the railroad I was working at during that time period. He had been out of the rail industry for several years as he had been laid off from his previous job and not called back as of that point in time. He had taken a job far from his home just to remain employed somehow while trying to stay close to his kids. He had previously been divorced and his ex-wife had moved across the country. The job he took near where she was living while providing him with enough to keep a roof over his head and child support payments was doing little else for him.

When he got the new railroad job, he was tight pressed financially. This job took him several hundred miles away from where he had been living for the past few years. He could not afford to stay in a motel of any type. So he resorted to living in his truck in the parking lot of the yard. He stayed in that truck for months. In fact it seems that truck became a fixture in the parking lot. I dubbed it "the Hilton". I had used his first name in the Hilton name as well, but I have omitted it to protect his identity. He used to get a kick out of me calling it that and the name stuck. Everybody began calling it that. I even took a lumber crayon and wrote in on the front and rear of the truck. He thought it was hysterical and left it there never once attempting to clean it off. He told me the last time I saw him a few years ago that he still has that old truck out on his farm and you can still see remnants of my artwork. I will give this guy credit though, when he got his first paycheck from the railroad, he went to the store and picked up some toys for his youngest child and some other gifts for his older one, then had them shipped back to their home. Now that's integrity.

One guy I worked with was notorious for inviting you to stop off for a drink after work. Only problem was he frequently did not have any money to be able to buy a round or two. You'd wind up picking up his tab as well as yours. Nonetheless, he was always willing to offer to buy you one, with your money of course. On more than one occasion he bought everybody a drink with somebody else's change that was sitting on the bar, while that guy was in the rest room.

We'll close this lesson out with a guy that had a serious drinking problem. The hell you say, a railroader with a drinking problem? Hard to believe, I know, but yes kids, it's true. This guy was nailed seemingly countless times for operating a motor vehicle under the influence. And most all of those offenses occurred while he was already under suspension from a previous

conviction. With his last offense the judge told him that he would never be issued a license of any type again, ever. It seems that he repeated the offense so many times and did so while driving on that revoked license that it was decided that he should never be allowed to have driving privileges again.

Anyhow, his wife became fed up with his illegal activities and having to frequently throw some bail to spring him from the slammer. The drinking also became unbearable and she tossed him out. Getting thrown out, a common affliction that affects many railroaders. He wouldn't spend the money to stay in a hotel or boarding house, so he stayed in the Car Inspector's shanty in the yard. This facility had a large locker room and he slept in there on one of the benches. He used the shower facilities there to clean up. He would catch a city bus and go to a Laundromat to wash his clothes. He would do all of his dining at a nearby coffee shop. This practice went on for months before his wife finally took him back home.

To this day he still commutes back and forth using public transportation and can only mark up to jobs that work with their schedules. Oh yes, he's too cheap to take a taxi to or from work. With all the money he is saving by no longer owning his own car and paying maintenance and insurance, you'd think he'd spring for a cab once in awhile. I guess it's more efficient for him to take the longer, slower way home. "Take the long way home."

Second up

The second item this month also comes from **Midwest Rail Scene Report**, which picked it up from **Axle News** via the **Altamont Press**:

"Driving force behind transcontinental railroad forgotten...A historic reality is that a genius behind a great accomplishment often is forgotten, and others who took the credit, money and fame didn't do nearly as much. An example is the building of the first transcontinental railroad, which united the Central Pacific and the Union Pacific at Ogden, Utah on May 10, 1869. General history books praise the Big Four for building the Central Pacific: Leland Stanford, Collis Huntington, Charles Crocker and Mark Hopkins. The big guns of the Union Pacific were Grenville Dodge and Thomas Durant. Their names grace banks, universities, libraries and towns. But have you ever heard of Theodore Judah? He was a real mover behind the transcontinental railroad. Theodore D. Judah, son of an Episcopal minister, was born in 1826 in Bridgeport, Connecticut, but the family soon moved to Troy, New
continued on page 40



Gotta Ride the Rails!

from the membership

Got a "rail" hankering? This is an irregular compendium of interesting rail-related places and/or trips you have visited (or maybe should have avoided!), as provided and/or retold by our members. Do you have a favorite place to visit, or train to ride? Let us know!

TrainFest 2004 - an update

Everything appears to be right on track for what will be one of the major steam train events of the year, TrainFest 2004, to be presented by the Ohio Central Railroad. Three OCRR steam locomotives are expected to participate: 4-8-4 #6325, 4-6-2 #2193 and 2-8-0 #33. Out of town invited guests expected to appear are former NKP 2-8-4 #765 and the former Pere Marquette 2-8-4 #1225. Again, the dates are Friday, July 30 through Sunday, August 1, 2004 at the Denison Railroad Museum, Denison, Ohio. Located on the OC's Columbus & Ohio River RR division, which is the former Pennsylvania RR's Panhandle mainline between Pittsburgh, Columbus and St. Louis. Denison was once an important way stop for passenger trains, being located 90 miles west of Pittsburgh and 90 miles east of Columbus.

As of late April, both #765 and #1225 were still scheduled to go to TrainFest. At last report, the Steam Railroading Institute, the 1225's operators at Owosso, Michigan have a verbal agreement with the Denison museum for their locomotive's round trip to Denison and for its participation in the excursion activity at TrainFest. The rumor running around railfan circles that Warner

Brothers won't let it perform excursion duties at Denison is totally false. The studio is supposed to be worried lest any damages incurred there might interfere with their use of #1225 for publicity operations this fall. These trips would help publicize their new movie, *The Polar Express*, which is due to premiere at Grand Rapids, Michigan this November. The truth is that the great "WB" PR department won't get into high gear on *Polar Express* until September; they are too busy right now publicizing the studio's other, more recent movies, and are benignly ignoring #1225. But there is a good possibility that when they do get their publicity machine moving in September, they may indeed want to use #1225 (the star of the movie - Tom Hanks merits mention as a costar) to power some mainline exhibition runs. We'll have to wait and see on this deal. Meanwhile, the 1225 people are waiting for approval from CSX to haul the 2-8-4 and a short consist as a "local branch line freight" to Grand Rapids in November to be on hand there for the movie premiere.

As for #765, the Fort Wayne Railroad Historical Society finds itself on a very tight schedule to get the locomotive put back together and prove it operational in time to participate in TrainFest. The amount of small, detail work remaining to be done is enormous. As of late April, the locomotive is still planning to be there and perform.

The Steam Scene via DRHS Ties and Tracks via Midwest Rail Scene Report

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

Good Stuff from page 39

York. Ted attended the Rensselaer Polytechnic Institute in Troy and studied engineering.

Inspired by all the talk of railroad building in the 1840's, he got jobs on several short railroad lines in the East. He was in charge of building the Niagara Gorge Railroad - a great engineering accomplishment. In 1854 at age 28, Judah was so hardworking and competent an engineer that he had no trouble getting jobs either on the East Coast, or in the Far West. He accepted a job to build California's first railroad, the Sacramento Valley Railroad. California needed to be connected by communication and transportation to the rest of the United States. Stagecoaches and the Pony Express began doing the job in the late 1850's. The quickest way to travel there was to take a ship to the narrow connecting strip between North and South America, ride a mule across it and then catch a northbound ship to California that had gone the long way around South America. Ted Judah and his wife Anna

did just that, and they repeated the trip many times over the next decade: Judah's knowledge enabled him to calculate the route of a railroad, the grades, how much per-mile it would cost to build it and even its potential profits.

The first railroad line in California was completed early in 1856. Then Judah began working on other railroad projects in California, but he and Anna made three trips back East in 1856 to promote his idea of a transcontinental railroad. He realized that he would have to persuade the U.S. government to support the massive project, so he began lobbying. He wrote a pamphlet that came out Jan. 1, 1857 titled, "The Practical Plan for Building the Pacific Railroad". It's not that he was the first one to have the idea, but he had the engineer's knowledge to develop a practical plan.

Jefferson Davis, who later would become president of the Confederacy, drew a map for a Southern route from New Orleans, across Texas and the New Mexico and Arizona Territories to San Diego, California. Judah and others wanted a more central route. Disagreements over the route meant that nothing passed Congress until the South seceded from the Union.

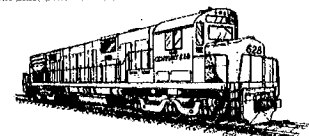
Californians in their legislature voted to create a Central Pacific railroad and selected Theodore Judah as their agent to lobby Congress for their cooperation. Abraham Lincoln had long supported railroads and readily signed the Pacific Railroad Act of 1862 as soon as Congress passed it. The two railroad companies would begin building toward each other - the Central Pacific eastward from California and the Union Pacific westward from Omaha, Nebraska. Judah was the chief engineer on the Central Pacific. Unfortunately, on a trip to the East Judah caught yellow fever while crossing the Isthmus of Panama and died Nov. 2, 1863 after reaching New York City. He was only 37 years old. The great transcontinental railroad that had been his dream was completed without him.

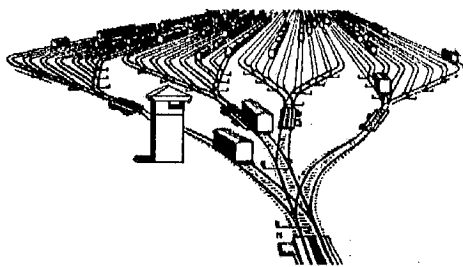
Thanks to Roy Scrivner for the "good stuff".

I'm back

While that ends the tale of Ted Judah, you might remember that, of the Big Four of the Central Pacific (later the basis for the Southern Pacific), at least three were from, or had strong ties, the Albany/Troy/Schenectady area of upstate New York - where Ted Judah went to RPI,

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





The Receiving Yard

by Doug Barron

NYC car 290...In the last issue, we reported that **John Bartley** had seen former New York Central combine #290 pass through Mechanicville on train 515 back in April, and I wondered where it was going.

The answer came from Rail Times, the newsletter of the Leatherstocking RHS. The car, which is owned by the Central New York NRHS, is being leased to the Cooperstown & Charlotte Valley Railroad at Milford, NY and is to be used as their commissary car for the next couple of years while the C&CV continue rebuilding former D&H coach #233.

Doug Barron

The fate of the D&H?...In 2003, Canadian Pacific Railway had announced its intention to divest itself of its Delaware & Hudson Railway division. The line, which runs between Montreal, Que., and Scranton, PA., is no stranger to realignment strategies of various ownership entities.

The advent of Conrail in 1976 included expanded trackage rights arrangements for the D&H to access Buffalo, New York City, and Philadelphia; it was eventually included in the Guilford Transportation Industries group. After bankruptcy and divestiture by Guilford, and a brief NYS&W directed-service period in the late 1980's, Canadian Pacific stepped in and bought the "Bridge Line" route.

The fate of the Delaware & Hudson Railway may have been announced in June 2003 but it's hardly a done deal yet. Back then, Canadian Pacific said it wanted to sell or lease the line by the end of 2003. In the fall of that year, it withdrew the D&H from the market.

In May 2004, the Brotherhood of Locomotive Engineers Local 659's web site claimed that the Norfolk Southern would assume operations of the Delaware & Hudson from CP Rail this coming fall. The site noted that NS will assume operations of the Harrisburg to Montreal freight main line, along with SK Yard in Buffalo, NY and the East Binghamton yard.

Canadian Pacific's response was, "There has continued to be a number of rumors and ongoing speculation in regards to the restructuring by CPR of its D&H railroad. As a matter of policy, CPR does

not comment on rumors or speculation on any aspect of its operations. CPR acknowledges NS is one of several railways that have expressed an interest in participating in the restructuring of the D&H. CPR has not formalized any deal in regards to the restructuring of the D&H. CPR will issue a formal news release when it has formalized its restructuring of the D&H."

ESPA Express, Albany Times-Union, BLE and CPR web sites

Canadian Pacific ready to grow?...CPR says years of downsizing and layoffs are over. Now the company will turn its focus to growth, largely in part to handle the Chinese markets' huge shipping demands for both exports and imports.

At the annual shareholders meeting in Calgary on April 20, President & CEO Robert Ritchie noted the company is now coming to the end of the ability to achieve effectiveness through work-force reductions.

In five years, CP has reduced its work force from 19,200 to about 16,100. Recently the company has enjoyed growth in many of its bulk segments such as coal, sulfur and potash, as well as grains, but intermodal seems to be the really big ticket. The volume of containers moving through the Port of Vancouver due to the burgeoning Chinese economy is rising dramatically. CP is expecting double-digit tonnage growth for its corridor between Vancouver and Moose Jaw, Saskatchewan, with the Edmonton-Minneapolis growth not far behind.

However, President Ritchie says the company is still grappling with what to do about the financially troublesome Delaware & Hudson Railway, and should have a better idea about what to do in the next few months. CPR is looking into potential strategic partnerships with American railways. D&H trackage is too important to give up.

LRHS Rail Times

Caterpillar reported as interested in pur-

chasing GM's Electro-Motive...General Motors Corp. is discussing the sale of its 84-year-old locomotive and diesel-power business to Caterpillar Inc., the head of the Canadian Auto Workers union said Tuesday, but he doesn't want GM Electro-Motive sold to the heavy equipment maker because of Caterpillar's alleged history of labor problems. CAW President Buzz Hargrove said he has met with two potential buyers, Caterpillar and the Greenbriar Equity Group, a private equity firm led by former Chrysler Corp. vice chairman Gerald Greenwald. Hargrove said Berkshire Partners, another buyout fund, was a partner with Greenbriar.

A GM spokesman declined to discuss Hargrove's comments or the fate of GM Electro-Motive. A Caterpillar spokesman also declined to confirm or deny any interest in the GM unit. *Detroit Free Press*

30th anniversary of Adirondack...In 1971, when Amtrak was created to take over the nation's railroad passenger service, it dropped the service over the D&H to Montreal. On April 30 1971, D&H's trains, the *Laurentian* and *Montreal Limited* made their last runs.

William S. Young's "The PA" says, "The cherished hope that after three years,

Santiago Division station symbols from page 4

Washington Branch contd.

Symbol	Name	Distance from	
		Whitehall	Castleton
151	Empire Slate	23.5	10.0
RV	Raceville	25.1	11.6
AC	Auld & Conger	25.2	11.7
152	Middle Granville	27.5	14.0
152-1/2	Advance	28.7	15.2
153	Granville	29.6	16.1
NO	Nortons	30.0	16.5
153B	Red & Green	30.8	17.3
153C	H.G. Williams	31.2	17.7
154	Warrens	31.5	18.0
156	West Pawlet	33.4	19.9
157	Sheldon Slate Co.	37.3	23.8
158	Rupert	40.4	26.9
RW	West Rupert	41.8	28.3
159	Salem	48.1	34.6
GR	Greenwich Junction	50.2	36.7
161	Shushan	54.8	41.3
162	Cambridge	59.5	46.0
G	Eagle Bridge	65.6	52.1

Reprinted from Form 269 Revised: The Delaware and Hudson Railroad Corporation - Instructions to Conductors Governing the Preparation of Wheel Reports, Forms 303 and 183. Also, Station Symbols for Use in Reporting Movement of Cars, Albany, NY, March 1, 1934. Donated by Pat Nestlé.

Continued from June 2004 issue; to be continued in September 2004 issue.

that daily passenger trains might again run on the D&H from Albany to Montreal, grew close to realization. About two years earlier, in the spring of 1972, it had seemed that the service might be restored under a congressional mandate to re-establish international rail links, but Amtrak had passed over the D&H and selected the longer, slower Penn Central-Boston & Maine-Central Vermont routing via Hartford and the Connecticut River Valley for its overnight Washington, DC-Montreal service.

"By the spring of 1974, however, New York legislators - who two years earlier had lobbied strongly for the D&H route - had taken the positive, specific action of approving Governor Malcolm Wilson's wide-range Public Transportation Program.

"Suddenly the D&H, the state's Department of Transportation, and Amtrak were planning to put back a day train on the D&H's Lake Champlain line to Montreal, under a provision of the Amtrak law that service must be provided if the state involved will make up two-thirds of the operating losses.

"The D&H won the right to run the train in its own livery, and cash-short, equipment-short Amtrak was presumably glad to see the service operated with D&H cars and locomotives refurbished with state money."

The train was called the *Adirondack*, named for New York State's mountains, instead of Quebec's Laurentians. In Karl Zimmermann's "A Decade of D&H", the author wrote, "The Adirondack's inaugural run, for press and dignitaries, took place on August 5, 1974, with all the requisite hoopla. Four *Phoebe Snow* coaches ran up from New York City to Albany-Rensselaer, where they were added to the consist of ex-Erie heavyweights 1001 and 1012, buffet lounge-dome 'Willsboro Point', buffet lounge 'Champlain', and D&H office car 200. On the point were PA's 17 and 18. The 9-car train, including diesels, gleamed in Champlain blue and yellow, set off by silver, stainless steel or gray.

"It was, as D&H President Bruce Sterzing had planned, a rolling advertisement for the D&H. Bands played, crowds gathered, and politicians - Governor Malcolm Wilson in particular - orated, all de rigueur for an inaugural. It was a great occasion, filled with excitement and high hopes for the Adirondack."

Doug Barron

NYSW Chinese steam engine donated
...NYS&W 2-8-2 #142 is now the property of the NYS&W Technical & Historical Society, of Phillipsburg, NJ. Later this month, it will run in a weekend event on the Belvidere & Delaware River RR, an ex-PRR line along the Delaware River in

northern New Jersey.

Utica & Mohawk Valley NRHS Tower Topics

Lake Shore moved later... Amtrak's April 26 schedule switches the first eastbound Corridor train with the eastbound *Lake Shore Limited*. As a result, the first train in from western New York is now the relatively reliable train 284, rather than the *Lake Shore Limited*. The *Lake Shore's* through sleepers and coaches to Boston were restored May 10, and three Ohio stops (Bryan, Sandusky and Elyria) have been restored after being dropped last Spring.

Twenty to thirty minutes have been added to most schedules west of Albany for trackwork. Trackwork is also responsible for temporarily dropping Amsterdam from the schedule of train 286, the midday eastbound train, in order to avoid having to cross it over to the westbound track. Amsterdam is the only station west of Albany located on the north side of the tracks, which requires eastbound trains to cross over. Weekend midday trains in both directions (282 and 287) will also skip Amsterdam.

The weekend northbound *Adirondack* now runs earlier than on weekdays, permitting arrival in Montreal before 6 p.m.

Amtrak has replaced two weekday *Metroliners* with *Acelas* to Washington and added one Sunday *Acela* to Boston. But as a result of viewliner shortages the overnight *Federal* between Boston and NYC has lost both its sleeper and its name, becoming just another Regional train, albeit with reserved seats.

Major CSX trackwork on its Washington-Florida route has resulted in combining the *Silver Meteor* and *Silver Star* into one long train running via Raleigh and Columbia through June 22. The "Super Train" leaves NYC at 9:45 a.m. southbound, Miami at 8:35 a.m. northbound. **ESPA Express**

Canadian Pacific Canadian main line update... The 173-mile CP main line between Schenectady and Rouses Point will continue to see infrastructure improvements during the remainder of 2004. The joint CP/NYS DOT project is part of the economic development/passenger rail enhancement program for the I87 rail corridor. CP has completed its contractual obligation for the line upgrade during the past year.

New power turnouts installed at the new Saratoga Springs station will be powered up during the third quarter of 2004. This will allow for remote control operation of the switches by the CP dispatch center in Minneapolis, MN eliminating the hand throw operation of the controlled siding into the station.

During the fourth quarter, the real centerpiece of the capital program should

become operational. The fiber optic signal system, which eliminates all lineside and roadside signal wiring, is due to be cut into service. Signal problems have always been a significant problem for the Amtrak *Adirondack* and *Ethan Allen* trains, which operate on the line.

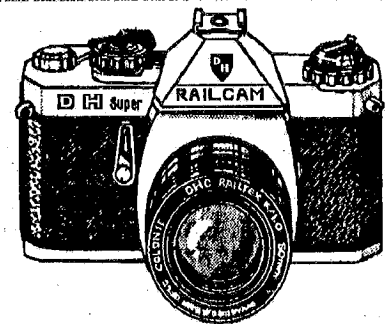
Also scheduled and ongoing for the 2004 construction season is a joint Federal/State/CP tunnel clearance project unrelated to the I87 initiative. Steve Fisk, senior manager of business development for CP, points out that these improvements are for double stack container service to and from the U.S. and Canada.

One tunnel is located at Willsboro and the other at Fort Ticonderoga. Canadian Pacific and Norfolk Southern have been working closely together on marketing efforts to build traffic volume on the Canadian main line and thus the need for the freight improvements. Mr. Fisk did not indicate that Amtrak service would be delayed as a result of this construction.

ESPA Express

continued on page 43

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



Camera Corner

this month by **Jim Bachorz**

The following was gleaned from various sources. If you want a backup projector, get it now. It also clearly exposes the reason why this publication needs a camera columnist. Are you the one who wants to keep us updated on today's photographic industry and techniques?

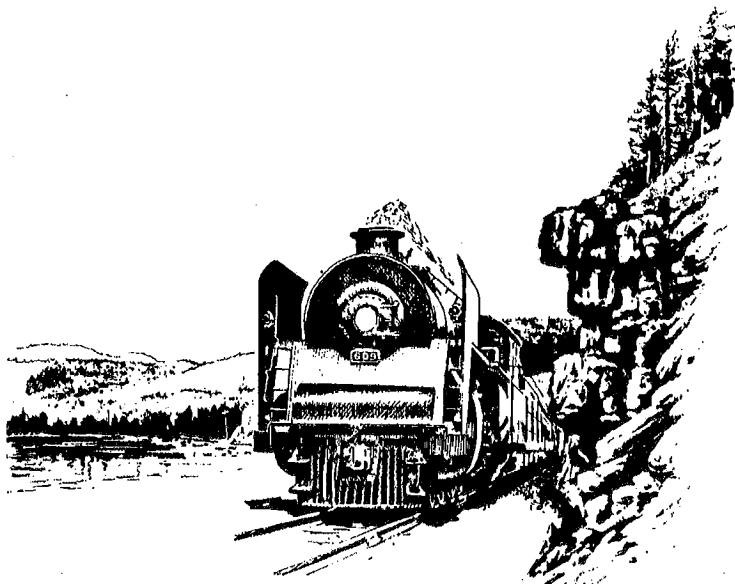
A projector slides off into the sunset

With zero fanfare, Eastman Kodak Co., principal U.S. manufacturer of slide projectors, has told its important customers that it will cease production of its once popular lines in June 2004.

Meri-Lou McKeever, Kodak's project manager for slide projectors said, "In the past three years the decline has been very fast." Twenty years ago Kodak sold almost 300,000 slide projectors; this year it will sell just 18,000.

Retailers say Kodachrome and Ektachrome slide film, still widely used by professional photographers, will remain on sale.

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



North Country Recollections

by Bob Bergevin

A quick note

The D&H Rwy. was very important in the North Country, and supported lots of families. My wife's grandfather was the gatetender in Plattsburgh for many years, and her uncle was a work gang foreman for almost as long.

100 Years Ago - 1904

Frank Fountain, 36, of Plattsburgh, one of the most popular engineers in the employ of the Delaware & Hudson Railroad, meets a horrible death under his overturned engine about a mile east of Dannemora, dying with his hand on the throttle after applying the emergency brake in an effort to prevent the accident which resulted in his death.

[Plattsburgh Press Republican, 4/1904]

75 Years Ago - 1929

W.H. Dunn of Champlain, representing residents of Coopersville, opposes the petition of the Delaware & Hudson Railroad before the Public Service Commission at Albany to discontinue the station at Coopersville. Dunn claims the deed to the property on which the station is located contains a provision that the station must forever be maintained.

[Plattsburgh Press Republican, 1929]

Receiving Yard from page 42

Former D&H diesels... In the summer 2004 issue of *Classic Trains* is an article entitled, "One Day at Erwin, Tennessee". The day was May 15, 1966 and the author, J. David Ingles, had traveled to Erwin, where he found and photographed former D&H Alco S4's 3049, 3039 and 3034 working the north end of the yard.

The trio all had been repainted in Clinchfield RR solid grey, but had kept

their D&H numbers. The D&H had sold the three engines to Relco Equipment Co. in Feb. 1966; the Clinchfield had leased them in April 1966 and used them until October 1966. They then sat in storage at Erwin for almost a year because their owner didn't have another customer for them. The S4's were gone from Erwin by late 1967.

Do any readers know what happen to these engines?

Doug Barron

Former Adirondack RR C420 2064, ex-

D&H 408, nee LV 408, has been sold to the Tennessee Railroad Museum by its owner. It went to the NYS&W's shop in Utica for wheel work before leaving the state via an NYS&W-NS routing. The all-black unit had operated on Adirondack RR excursion trains.

The July 2004 issue of *Railfan & Railroad* has an article about the Minnesota Commercial RR, which is based in Minneapolis-St. Paul, MN. In 1992, it had generated excitement among railfans when it acquired a pair of former Delaware & Hudson Alco locomotives C424M 62-63, former D&H 462-463. A roster for the railroad as of March 2004 shows that only the 62 is still on the property and that the 63 has left the railroad. Does any one know where the 63 has gone?

Classic Trains, Railpace, Railfan & Railroad

Saratoga signal installations... A new signal cabin is in place at the new main to runner crossover (MP 36.5) at the south end of Saratoga station. This crossover allows northbound trains onto the running track and southbound trains on the running track onto the main.

When signal and platform work is complete, both main and runner could be used for Amtrak passenger trains. Amtrak meets could be held at the station instead of tying up freight passing tracks at Fort Edward or Ballston Spa. LRHS Rail Times

Safety train... On May 12, 2004 dozens of law enforcement officers rode an Operation Lifesaver special train (an Amtrak Turbo-liner) between Rensselaer and Saratoga Springs, NY. The train was sponsored by Amtrak, CP Rail and OLS, which invited police and judges aboard to educate them

on how dangerous rail tracks can be. Many on the train were invited into the cab to get an engineer's-eye view. Beside the police officers on board, members of local TV stations and newspapers were also invited.

Albany Times-Union

Upgrade at St. Luc... A state-of-the-art wheel truing machine is being installed inside the diesel shop at St. Luc in Montreal, and should be operational by the time you read this. The project is a combined effort between CP and the B&B Mechanical. The original machine, installed in 1955, is to be retired. LRHS Rail Times

P&W purchases NYS&W's B40-8 fleet...

Providence & Worcester has bought Susquehanna's last four GE B40-8's, 4002, 4004, 4006 and 4008. They had been stored at Utica, New York, since the lease expired last fall and were replaced by SD40T-2's.

Railfan & Railroad

Steamtown excursions to return this summer...

Earlier this year, Steamtown issued a release cancelling all main line steam excursions for 2004. It cited increased cost of liability insurance as the reason for the decision. As of May 18, however, the trains are back on, and will run tourist trains from Scranton to Carbondale and Tobyhanna.

Trips are to begin Memorial Day weekend and run through August 26. Trips to the Delaware Water Gap remain on hold for the present. Steamtown also plans other "in park" activities for the summer. P&RHS Colebrookdale Local

For VIA, back to the drawing board...

The new Canadian government has cut a promised C\$700 million infusion for VIA Rail, but the passenger train operator is welcome to submit a new business plan for a funding increase, says Transport Minister Tony Valeri. The \$700 million was promised last fall by former transport minister David Collenette in the waning days of the Chretien government. The cut by the government of Prime Minister Paul Martin after it took office in December was part of a plan to reduce government spending so Ottawa didn't end up with a deficit.

"I would not take the removal as an indication that we would not be promoting rail", Valeri told the House of Commons Transport Committee. "I would say that they will come back with a plan and we will certainly look at [it] from a capital expenditure perspective." Railway Age

New York MTA ridership decline continues...

January 2004 saw a continuation of ridership declines posted in 2003 by New York MTA's transit and commuter rail agencies. NYC Transit subways carried

109.1 million riders in January this year, down from 115.0 million in January 2003. Subway ridership in calendar 2003 dropped to 1.384 billion from 1.413 billion in 2002. On the Long Island Rail Road, January 2004 ridership dropped to 6.3 million from 6.8 million in January 2003. Annual ridership declined to 80.9 million in 2003 from 83.9 million in 2002. Metro-North carried 5.59 million riders this January, compared with 5.80 million in January 2003. Ridership totaled 71.1 million in 2003, down from 73.2 million in 2002.

Railway Age

Streetcars return to Canal Street in New Orleans...After 40 years, New Orleans' Canal Street trolleys have returned, after DOT provided \$129 million to help restore the service. The project included constructing over five miles of track and designing new streetcars, which closely resemble the historic cars that ran on Canal Street until that line was discontinued in 1964.

Operating on the line are 24 new cars constructed in-house at the Carrollton Shop and designed to resemble the historic St. Charles line cars. With the opening of the Canal Street line, a gap has been filled between the St. Charles' Line and the Riverfront trolleys.

US DOT

Edaville RR will reopen...A week after a bankruptcy auction, a new operator has stepped up to keep a tradition on track. Railway Entertainment, Inc. said it will reopen the park in September. The new operator will continue to run the park as a family attraction, and provide rides on the narrow-gauge train on the 5+ miles of track through the 1,300-acre cranberry plantation.

South Boston **Enterprise**

Historical derailment...On page 21 of the November 2003 issue, we had a photo of an Anheuser-Busch car that was involved in a D&H wreck, but the location and date was not noted. Information about this wreck comes from **LRHS Rail Times**:

"Conductor Clark Couse was killed on June 24, 1912 when the combine car he was riding in overturned pinning him underneath. Conductor Couse worked for 33 years for the Delaware & Hudson Railroad Company, and 28 of those years he was a conductor. Conductor Couse was one of the most valued conductors. Conductor Couse met with a shocking death Monday June 24, 1912 at 11:45 when two cars of Train 368 left the track about one mile north of Milford Station on the Jay Colburn Flats. The combination coach and baggage car in which he was riding went over the side of a 12 foot trestle and landed on its side, pinning him beneath the car, crushing out his life instantly.

"The news could scarcely be believed about the city of Oneonta. Conductor Couse was known to be a very careful man and only when it was confirmed and the circumstances were known that it was accepted by friends and family. Much sympathy was expressed by all for his wife and family, as Conductor Couse was widely known and highly respected. The news reached home about the same time Conductor Couse was to arrive home for his midday meal, which was waiting for him. No other crew members were injured.

"D&H Superintendent Rosenstock and the wrecking crew departed in a hurry for the scene. The combination car that had pinned his body was lifted quickly. The body was removed and put in a coach with the other crew members. They were brought back to the City of Oneonta. Conductor Couse's body was taken to Mr. McCrum's undertaking rooms, where it was prepared for burial, and taken to the family home in Emmons State Road.

"Train 368 did not carry any passengers. It normally carried a combination of milk and freight cars, picking up milk along the branch and delivering it to Colliersville to the "Short Milk", leaving around 12 o'clock. Train 368 had an engine #123 and six cars. The locomotive engineer was F.E. Beach. Only two cars left the track, the third and fifth car behind the engine. The third car was a large freight car with steel underframe, of the Anheuser-Busch Company, and had just come from the builders. When it reached the 6th rail length north of the wooden trestle it left the rails, swerving to the west side.

"When it reached the trestle, one end dropped to the ground beneath, the other end extending up over the tracks. The fourth car was a small Erie boxcar. It had its side to the Anheuser-Busch car ripped out, but the trucks remained on the rails. The combination coach and baggage car was next. It was thrown to the east and fell over the trestle and landed on its side. Conductor Couse was seated in the baggage compartment looking out the door on the east side and was thrown out of the car that landed on him, killing him.

"Charles Kenyon was seated on the opposite side of the compartment, looking out to the west side door, but he managed to grab the hand rail above the door and held himself. He escaped with only a slight scalp wound and some bruises. Charles Couse was the second trainman, and was a nephew of Conductor Couse. Charles Couse was in the passenger section, but he also escaped with an injured ankle and some bruises, but was not serious. The milk car was the last in the train and remained on the rails, stopping close to the trestle.

The wrecking crew quickly cleared the track. One of the timbers on the trestle that was forced out by the heavy freight car was fixed, the track repaired, and the line was reopened shortly before 3 o'clock.

Today: The derailment happened at MP C7.81. The trestle is gone, and a culvert has taken its place. In 1971 the D&H sold the line to the Delaware-Otsego Corp. In 1997 Delaware-Otsego sold the line to the LRHS.

LRHS Rail Times

CSXI announces network simplification...

CSX Intermodal, a unit of CSX Corporation today announced a comprehensive program to improve its intermodal service network. Service changes will take effect Monday, June 28, 2004. As part of the simplification process, some intermodal terminals and trains will be designated for containers only, and will emphasize expanded use of doublestack trains. Other terminals and trains will handle trailers only. Those CSXI terminals designated for containers only include Charlotte, NC; Mobile, AL; Nashville, TN; New Orleans, LA; Portsmouth, VA; Buffalo, NY; Philadelphia, PA; South Kearny, NJ; Detroit, MI; Evansville, IN; and the Hulsey terminal in Atlanta, GA.

The simplified sorting operations will improve service on CSXI's core service lanes. Service will be discontinued in some lanes, nearly all of which are secondary corridors with light customer usage. In some lanes, schedule cutoffs and availabilities will change.

OLS report

CP Rail continues cleanup of cooking oil spill...

Crews from an environmental cleanup company are continuing to collect 25,000 or so gallons of rapeseed (canola) oil off the western shore of Lake Champlain. Daniel Sherwood from OP-Tech of Plattsburgh said, "We're skimming it up with oil skimmers and oil absorbents, and trying to remove the bulk of the oil." Company officials said the cleanup should take about three to four weeks to complete. They expect to collect about 90% of the oil.

Early Monday morning, several cars of a southbound Canadian Pacific train came off the tracks just south of Fort Ticonderoga. Ray Thatcher, Director of Emergency Services in Essex County said, "There was a train incident with a derailment, with the cars still upright."

The DEC is overseeing the cleanup and said the environmental damage is expected to be minimal, although it could possibly harm animals like frogs and salamanders.

various web sites

Snow red-face over investment mistake...A red-faced Treasury Secretary John Snow, who has been going around the country

preaching the importance of financial literacy, can now point to himself as a glaring example of what not to do. It turns out his investment adviser made a \$10.87 million mistake. Snow didn't catch it because he didn't bother to read his financial statements for more than a year.

Snow had told the adviser to invest the money in U.S. Treasury securities. Instead, the adviser used the money to buy bonds held by the biggest players in the mortgage market: Fannie Mae, Freddie Mac and the Federal Home Loan Banks. These government-sponsored enterprises just happen to be the targets of an intense administration campaign led by Snow to bring them under tighter government regulation.

Snow took the Treasury post last year after heading up railroad giant CSX Corp. and told his adviser to invest in Treasury bonds to avoid any conflict of interest.

Associated Press

Union Pacific to end delays, but no date given... Union Pacific Corp., trying to defuse criticism over its worst shipping delays in six years, told customers that it was adding workers and locomotives, without saying when cargo congestion might end. "All of us are acutely aware that we have failed to meet our customers' needs", Chief Executive Richard Davidson said at a meeting Monday in San Francisco to hear customer complaints. "I've resisted the urge to forecast a specific date as to when everything will be fine."

The logjams have been particularly acute in southern California, where about one-quarter of Union Pacific's freight either originates or ends up. The problems emerged during the slow season for the region's enormous ports in Los Angeles and Long Beach. So far, they haven't seriously affected retailers' inventories or shortchanged consumers, analysts said. Still, a number of companies that rely on the rail system to transport their products are feeling the effects. "We've already factored in a two-day delay in moving our shipments out of West Coast ports, and I expect that will go up by another day" late this year, said Larry Rupp, shipping manager for computer maker Hewlett-Packard Co. The Palo Alto, Calif. company is moving some rail-bound shipments by truck. "That's more expensive", Rupp said, "but we don't have much choice."

The meeting with railroad executives gave customers a chance to "hear what the railroad is doing to improve" operations, though the slowdown probably will persist for the rest of 2004 given the time needed to add staff, said Rupp, who attended the meeting. Shares of Omaha-based Union Pacific, the nation's largest railroad, fell 16 cents to \$56.30 on the New York Stock

Exchange. The railroad blames the delays and congestion on a shortage of train-crew workers. Union Pacific is adding as many as 4,200 workers and acquiring more than 600 locomotives. Customers are frustrated by the lack of guidance on when service will improve, Morgan Stanley analyst James Valentine told investors, because it impacts their ability to plan for the peak shipping season this fall.

By summer, the volume of cargo coming into Southern California ports will surge 30% or more as Asian goods arrive for the back-to-school and holiday seasons, and some observers fear that the increase will overwhelm Union Pacific and disrupt the economy if the bottlenecks aren't fixed.

Los Angeles **Times** via **Midwest Rail Scene Report**

CSX has announced it wants to lop off some 1,200 miles of track... in 2004 and 1,500 more in 2005. Currently, CSX is negotiating for the lease of 200 miles in Virginia to the Buckingham Branch Railroad running between out of Richmond, north through Doswell and following an arc across the state through towns of Gordonsville, Orange, Charlottesville, Staunton and Clifton Forge. CSX is seeking abandonment of at least 45-miles running between North Vernon and Aurora, in Indiana. Rumor has it that the C&N Sub, Central Ohio Sub and Lake Erie Sub from Columbus, Ohio eastward are going to the Ohio Central sometime this summer.

Midwest Rail Scene Report

Both NS and CSX have turned up the heat before the STB... in effort to end the five-year oversight period of the shared assets areas (the "new" Conrail). Both parties have achieved its objectives and wish to split up the areas whereas each party would continue separate operations on their own. The oversight period ends on June 1, unless it is extended.

Midwest Rail Scene Report

Apparently the U.S. Patent Office has rejected UP's claim... to the rights of SP, D&RGW and CNW heralds and names. The Patent Office has yet to rule on WP, MP, M-K-T, etc., the other "fallen flags" the UP has acquired, but decisions on them is expected to follow the SP, D&RGW, CNW examples. **Midwest Rail Scene Report**

Amtrak tries something new... Passengers on Amtrak's *Texas Eagle* enjoyed four free performances by Buzzard Run, a local bluegrass band, during a weekend experiment to test reaction to live music on a train.

"It was great. They were enthusiastically received. Live music and trains are a natural fit", said Dr. Bill Pollard, a Conway, AR, dentist who is chairman of

TEMPO (Texas Eagle Marketing and Performance Organization). "The band enjoyed it. They engaged the passengers, who began clapping and interacting with the band", Pollard said.

Buzzard Run members were glad they could make the trip between Poplar Bluff and Austin, Texas. "I had not been on a train in 40 years. They have changed. It was a quiet, smooth ride. I enjoyed it", said Bernard Allen of Naylor, who is the band manager and fiddle player.

The band played two hours in the morning and two hours in the afternoon going each direction between the Texas cities of Longview and Austin. "It was a really nice trip. The passengers really enjoyed the music. They joined in with us", Graves said. "It was a new experience performing on a moving train with the different landscapes going past."

American Republic

Will court rulings discourage rail investment?... Court rulings delaying two rail construction projects approved by the Surface Transportation Board could discourage investment in rail expansion, STB Chairman Roger Nober told attendees of the National Industrial Transportation League's spring forum. According to Nober, the U.S. Court of Appeals for the Eighth Circuit sent back for further proceedings a portion of the Board's decision approving Dakota, Minnesota & Eastern Railroad Corp.'s new line to Wyoming's Powder River Basin. The court was primarily concerned about the environmental effects of an increase in coal consumption. For the first time, Nober said, the ruling "raised the possibility that the agency would need to examine the effects of transporting a certain commodity carried by the regulated business". The court denied an appeal for a rehearing.

Nober also described a delay in a rail construction project approved by the Board for BNSF subsidiary San Jacinto Rail Ltd. and four chemical shippers for a 12.8-mile line near Houston, Texas, with BNSF providing service over it. Some of the line's property must be obtained through the state's eminent domain statutes, but a Texas state court ruled that those statutes preclude taking the land. The ruling is under appeal. "Stepping back", concluded Nober, "I am concerned about the larger implications that these rulings may have on the decisions of railroads and shippers to try to improve their competitive positions by building-in. Since these types of projects are privately-funded, I worry that companies may decide that it is too risky to tie up capital on a build-in project and no longer look to these as private-sector solutions to railroad competition."

Railway Age

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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@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 (September 2004 issue deadline is August 6; October issue deadline is September 3). Please submit articles on diskette or by e-mail if possible. We strongly encourage you to support your organization by submitting materials; 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	[]	\$22.00 per cal. year**	D&H / Soo / CP Rail Employee*	[]	\$20.00 per cal. year**
Family	[]	\$26.00 per cal. year**	Corporate	[]	\$50.00 per cal. year**
Sustaining	[]	\$50 per cal. year**			

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

06/13/04



BRIDGE LINE HISTORICAL SOCIETY



2004 Annual Banquet

Your Bridge Line Historical Society's Annual Banquet will be held at 5 p.m. on Saturday, September 18, 2004 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: I-87 ("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, minestrone soup, 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 John Bartley; the subject will be "The Colorful D&H". The speaker has not been set at press time.

Please send in only the bottom half of this form; keep the top for directions.

2004 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, and no refunds after, September 4; no telephone reservations will be accepted. Further information is available from Barbara Bachorz at 518-374-9548.

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Bridge Line Historical Society

- presents -

The 150th Anniversary D&H Map



The BLHS is proud to announce its newest project — our re-release of Tony Steele's landmark Delaware & Hudson map of 1973.

This wonderful map is highly detailed and spans the years 1823 through 1973. It is 16 inches by 39 inches in size, and is a faithful reproduction of the original. The sections of the railroad are dated, with the appropriate years of service, as well as connection roads with lesser emphasis. It even includes abandoned sections.

The map is printed on heavy, 60 pound archival, acid-free stock, using oil-based inks for longevity; it has also been given an anti-UV coating for enhanced display life. It will be shipped rolled, in a tube. The map, reproduced to the right, is in color.

Order one for display, more for gifts.

Prices, with shipping and tube, good only through 10/1/04:

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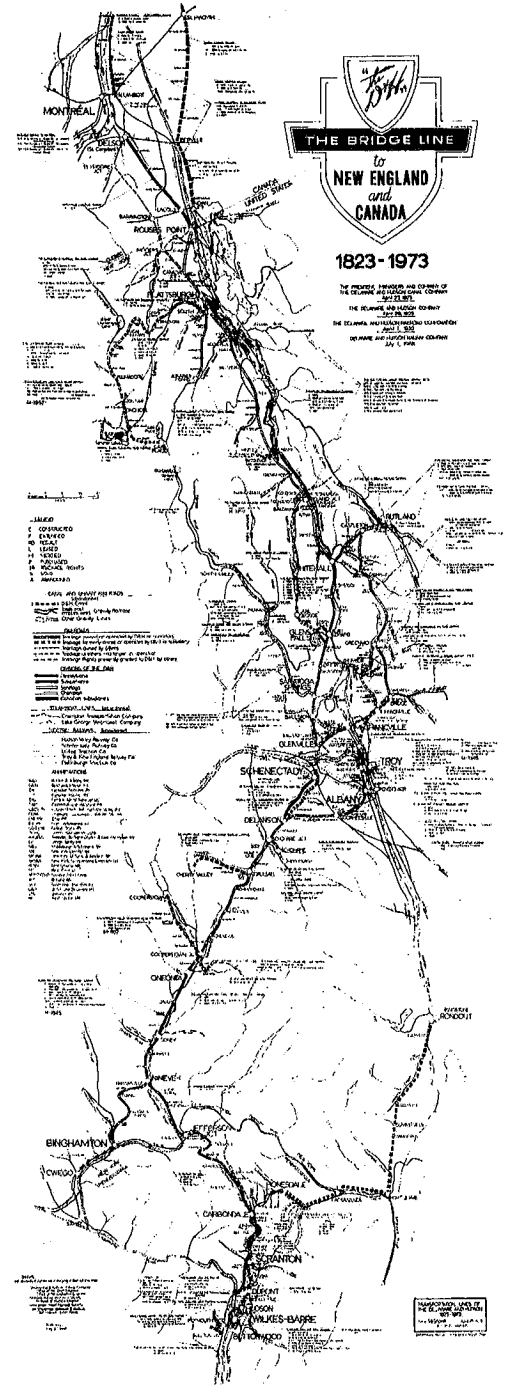
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Bulletin

White Flags Edition

"The D&H"

Sharknose Saga by Richard Wagner

A history of Delaware & Hudson's Baldwin road freighters

Baldwin's road freighter model RF16 was that builder's final design in cab unit styling. Introduced in 1950, the big Baldwins had Westinghouse traction motors, main generator and electrical controls. The power plant was a deLaVergne 4-cycle, turbo-charged, 1600 h.p., 8-cylinder engine. The distinctive car body was mounted on a cast steel frame riding on AAR Type B road trucks. The RF16 was developed as a replacement for earlier Baldwin road models that were plagued by poorly designed electrical systems and unreliable performance. Reflected in its very modest sales of only 160 units, the RF16 was only moderately successful in overcoming these problems. In a flash of tremendous insight, Baldwin touted this unit as "The Hauling Fool" in reference to the unit's heavily-built traction motors, known for their ability to absorb much punishment. Little did they know that 20 odd years later someone would be "fooled" into saving the last two cab units from certain extinction.

Baldwin touted this unit as "The Hauling Fool" in reference to the unit's heavily built traction motors,

BIRTH

The two cab units we are interested in were brought into being with a New York Central order in 1951. The entire order called for 18 cab ("A") units and eight boosters, or "B" units. The units that are the particular subject of this story were given Baldwin construction numbers 75361, built 12/51, and 75372, built 1/52. The Central assigned them numbers 3805 and 3816, but early in their checkered career renumbered them to 1205 and 1216 respectively. Their service for the New York Central was disappointing at best. Beset with any number of electrical and engine problems, the units were shifted from region to region, finally settling on the Big Four. Whenever traffic slackened, the RF16's were the first into storage, and the last out.

Baldwin "shark nose" road power started leaving the Central's roster in September, 1966, although most had been in storage for some time before that. NYC was finally relieved of the last of these iron monsters by May 1967, trading them in to GE for credit on a U28B order.

REPRIEVE: Languishing on GE's dead line at Erie, Pa., they caught the eye of the power-short Monongahela Railway. Already operating a sizable fleet of Baldwin S12's, the Monongahela bought seven cab and two booster RF16's for \$6,000 each.

(Continued on page 6)

Lightning Stripes in the Catskills

By Doug Barron

On October 5 northbound CP/D&H Tr. 262 had a surprise in its locomotive consist. Tucked in behind the usual ragtag assortment of SD40's was Alco RS36 #5017, resplendent in a fresh blue and gray lightning-stripe paint job. After spending the night in Kenwood yard, the unit went south to Selkirk on Tr. 264. It languished in Conrail's Selkirk yard for about a week and then presumably went south to Kingston, NY. At Kingston it was to be loaded on a flatbed trailer and transported over NY Rte. 28 to Arkville, NY, to be put on the rails of the Delaware and Ulster Railroad for usage on excursion trains.

The 5017 was one of the five remaining D&H RS11/RS36's that were stored for about a year in Oneonta. While the other four units were slated to be cannibalized for parts, the 5017 was rebuilt and repainted. The Delaware and Ulster operates an isolated segment of New York Central Catskill Mountain Division trackage (previously the Ulster and Delaware RR) between Highmont and Roxbury, NY. Unfortunately, during its years of operation not all this trackage has been in operation at the same time. Currently, the D&U is operating between Arkville and Fleischmanns, NY.

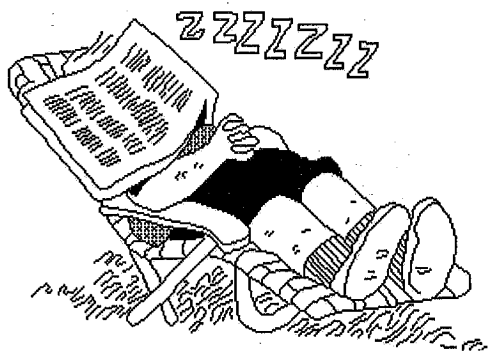
With memories of our beloved D&H quickly fading behind an infinite array of SD40's, it will be refreshing to see one of the old 5000's hard at work in the scenic beauty of the Catskill Mountains. Plan on visiting and riding the Delaware and Ulster this spring or summer.

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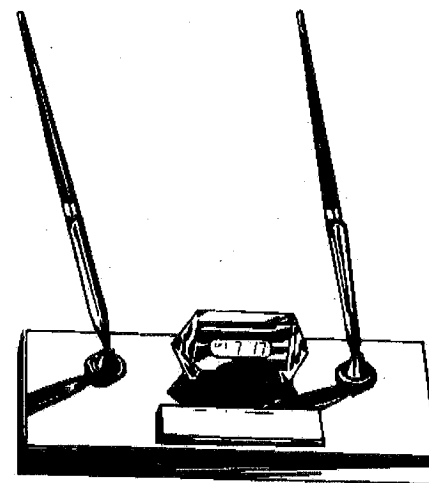
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The Scoop

Let's see if I remember how to spell it: pro...cras...ti...nation. Procrastination, now, double-check on the spell-checker... yup, it's right. Well, another year has zoomed by, and although the heart is in the right place, the dreaded "P" word stuck its head in. But the good news is the next White Flags issue has already been started. Its focus will be maintenance facilities. If you have any information on that subject (aside from what has been printed in the *Bulletin*), please forward it on to the Publications Office. Some places to look: D&H Bulletin, newspapers, magazines etc. If you do find something and send it on, clear copies are ok,. Please let us know who the publisher is so we can get permission to reprint the notice/article (copyright, legal stuff). Like always, if you have an idea for a special issue, please let us know. If the information is available, we just may take a stab at it.



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Why Were the PA's Numbered So Low?

(By Chris Shepherd)

Why were the PA's numbered so low (16-19)? I asked my source, "Gordy" Smith:

"Wow, you got me on that one Chris. I never gave it much thought; I just figured they numbered them to distinctly separate them from the freight power. I've never seen the question asked...but it sure is a good one!"

- Gordy

Strike one. So, not one to give up, I posted the question to the D&H list on Yahoo (dandh@yahoogroups.com). A couple of responses:

"Only two digits fit comfortably in the rooftop and side-panel number boards used by the Santa Fe, so that was a good reason to number them below 100.

"As for choosing 16, 17, 18 & 19, that kept them out of conflict with the ex-Rio Grande coaches, which were numbered 21-25. (The 20, 30, 40 and 50 number series were all occupied by passenger cars used in *Laurentian* and/or *Adirondack* service.) Of course, this doesn't answer why they didn't number the PA's in the 60's on up to 99!"

- Doug Lezette

Good explanation, but one more may just close the question:

"When the PA's were purchased, there were five RS2's equipped for passenger service. The rumor I heard at the time was that they were to have been renumbered 11-15. Then the PA's would fit in at 16-19.

"There were no cars in the 30's until 1970. I think the remaining World Fair coaches were to have been renumbered there, followed by the 1000's.

"The DRG&W equipment was acquired in October, 1967, followed by the PA's in December. Buck Dumaine had just been forced out and passenger service was no longer a top priority.

"Recently, I heard from a reliable source that the D&H people sent to the DRG&W to buy cars were offered a pair of domes, but that would have gone beyond the budget. The 30's might have been reserved for them, but by the time the D&H people returned home, Dumaine was gone and there was no more money.

"The real answer is probably, to quote David P. Morgan, 'lost in the mists of antiquity'.

"To me, the real question is why some of the DRG&W cars were lettered with 'AND' and the remainder with '&'?"

- Jeff Martin

Some more questions and answers:

"As best I can recall, the PA's were actually purchased before the D&RGW cars, and the new passenger equipment was just numbered in that order. The AFE's (Authorizations for Expenditure) were signed by Buck Dumaine, but he lost his proxy fight (by just a shade under the 66.67% he needed to block the N&W sale) and he was no longer President when the equipment arrived. As far as the 'AND' vs. '&' in the lettering, it was probably the decision of whoever was foreman in the paint shop that day. Or they might have worn out the '&' stencil, and then improvised.

"After I went to the Pittsburg and Shawmut in 1972, we repainted some of our SW9's in the old red and yellow scheme, with black glue-on letters from Power Parts Sign Company. They didn't have an '&' character to match, so we changed 'Pittsburg & Shawmut Railroad' to 'Pittsburg and Shawmut' on each engine we repainted. I figured that even the public didn't need to be told that the engines belonged to a railroad. It looked pretty good.

"I never heard of a plan to renumber the 4000's.

"The PA's were on the property for at least a month or two before they went into service, being repaired and repainted. The first trip was on 35 on the day after Christmas in 1967. Hank Weber was the engineer, and he was in 'hog(ger) heaven' that day.

"BTW, Dumaine restored dining car service to trains 34 and 35 before the D&RGW cars arrived. He leased two diners and a cafe car (I think, for a spare) from the New Haven until the D&RGW cars were placed in service.

"I think the D&H paid something like \$125,000 to the Santa Fe for the four PA's, and \$120,000 to the D&RGW for the ten cars. Considering the repairs needed to keep the old fleet of D&H cars running, and the loss of the 4024 and 4025 at Ballston Junction, NY, in July 1967, that was not a bad deal."

- Gordon (Davids)

"While researching my book, I had the chance to talk with Walter Travis, Chief Mechanical Officer on the D&H during the time the PA's and passenger cars were purchased. He's retired and living in Maine, where he settled after following Dumaine to the Bangor & Aroostook.

"Mr. Travis had some interesting memories... this thread started with a question about the PA numbering, but did you know the paint scheme they wore wasn't a shoe-in? Travis said there was actually talk of painting them in lightning stripes like the RS3's. But the Santa Fe had applied so much paint over the years, the line between the painted steel and stainless steel side panels would have shown through the new paint, so the war bonnet was retained on the D&H. Travis recalls the Santa Fe sold the PA's them for \$30,000 each.

"As for the passenger cars, Dumaine wanted badly to re-equip the *Laurentian*, and learned there were cars for sale on the Rio Grande. Travis and assistant CMO Bob Jenkins flew to Denver in September 1967 to look over the cars, which as Jeff mentioned, included a few domes. Travis says he was tempted, but passed on them since

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they couldn't go south of Albany due to their extreme height.

"Travis and Jenkins liked the baggage cars, diners and coaches they inspected, but the Rio Grande didn't have them priced. The D&H men had to make an offer, and they were ready. Travis had brought a half dozen or so D&H bank checks made out to the Rio Grande, in various amounts. He kept them, in order, in the breast pocket of his jacket. After feeling out the Rio Grande rep, Travis decided to pull out the first check, which was in the lowest amount: \$190,000. And that, said Travis, is how the D&H re-equipped its fleet for less than \$200,000!"

- Doug Lezette

Why were the U23B's Renumbered?

I had always heard various reasons as to why the D&H renumbered the U23's. To get the "final" answer, I contacted Gordy Smith for the answer

Hi Chris,

Once the RR became "computerized", the U23B numbers conflicted with the 300-series ore hoppers used in National Lead service, so they renumbered the U23B's into the 2300 series. Of course this was in the very early days of computerization in the railroad industry. But in trying to locate a car in the 300 series, that was the same as the locomotive with the same number, so you wouldn't know which the computer was finding.

- Gordy

B&M/D&H/EL RS3

By Scott Whitney

I found the note from M.P. Mulligan to be quite interesting. Years ago I wondered about a note in the B&M RRHS's B&M locomotive roster, as to why parts from B&M RS3 #1507 had wound up on an E-L unit. What was its final disposition on Conrail?

I say that, to be fair, the winner in the ex-locomotive category would have to go to what frame was used for the rebuild (I suspect EL). So where is it today? Still alive or part of somebody's Subaru? Also, its E-L number was 1057 which was just a scramble of B&M's 1507. Interesting...

[Ed. Note: see our Ask Mr. Database column this month.]

BLHS *Bulletin*, January 1996

Ask Mr. Database!

by Chris Shepherd

And now for the rest of the story...

Back in January, Mr. Railroad Archaeologist asked about the D&H RS3's that went to the Pennsy. I thought I would see what the membership would turn up, that's why I

was quiet. But I never was one to let a sleeping dog lie...

RS3's 4041, 4042, 4044, 4046, 4047, 4048 were sold to PRR in January 1958. They kept their numbers and were traded to Alco between May and July of 1965.

In regards to "The Mail Car" column in the March issue and the confusion as to RS2/3 classification on the PRR, the D&H classed the RS2/3's under the same RS15 (Road Switcher, 1500 hp) class. Most likely, the PRR continued this classification.

Also in the letter, the question arose about RS3 #4123. There were two units so numbered. The first #4123 (builder number 80525) was sold/traded to the E-L for its #908. That 4123 was renumbered E-L 1004 then renumbered to CR 5255. It was off the roster by January 1979.

The second D&H 4123 was built in November 1949 (builder #77549) as Erie #908, renumbered to E-L #908 when Erie and DL&W merged, and was sold to Precision National in March 1972, as M.P. Mulligan noted in "The Mail Car" column in the last issue.

To confuse matters a little more, (because I haven't seen the book), Mr. Mulligan noted three RS3's being built into one at the E-L's Hornell Shops. There was a similar happening at the Colonie Shops. In early 1973, the D&H started its own "kit bashing" of B&M #1501 and E-L #(?). The result was to be numbered #4501 and powered with an Alco Model 251 prime mover. Sound familiar? The same thing that M-K did in 1975-76. Unfortunately, due to tight purse strings, the D&H rebuilding halted.

- BLHS *Bulletin*, June 1996

D&H to go all-diesel; T&P does

Delaware & Hudson told its stockholders in its 1951 annual report that enough units (65) were being ordered to dieselize the railroad. It said when the changeover was complete, D&H would own 169 units, all built by Alco-GE. The fleet was to include 118 1500 h.p. units for road service and 51 1000 h.p. yard engines. The road purchased its first diesel, a switcher, in 1944. D&H's road dieselization had been entirely effected with roadswitcher units, operating them singly or in multiple on both freight and passenger trains.

D&H's decision to dieselize came as a surprise; as late as December 31, only 14% of its freight service and 37.4% of its passenger service was being done by diesels. The road's interest in anthracite both as traffic (approximately 22% of total revenues) and as an investment (its affiliated Hudson Coal Company mined 9% of all hard coal), together with the excellent performance of its 4-8-4's and 4-6-6-4's, had been counted upon to keep it a comparative steam stronghold.

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-BLHS *Bulletin*, August 1996

Locomotive Renumbering

EMD GP38-2 7300 series

LV	D&H	GTI	CPRS
314	7314		7308
315	7315	221	7304
316	7316		
317	7317	223	7303
318	7318	224	7305
319	7319	225	7306
320	7320	226	7307
321	7321	227	
322	7322	228	7309
323	7323		7310
324	7324		7311
325	7325	231	7312

EMD GP39-2 7400 series

RDG	D&H	GTI
3401	7401	370
3402	7402	
3403	7403	
3404	7404	373
3405	7405	374
3406	7406	
3407	7407	
3408	7408	
3409	7409	
3410	7410	
3411	7411	380
3412	7412	
3413	7413	382
3414	7414	
3415	7415	384
3416	7416	385
3417	7417	386
3418	7418	
3419	7419	388
3420	7420	389

Note:
GP39-2 (7600's) and U23B were sold before renumbering to B&M and MEC numbers. They are included because they continued to visit the D&H after GTI purchase

EMD GP39-2 7600 series

D&H	B&M
7601	361
7602	362
7603	363
7604	364
7605	365
7606	366
7607	367
7608	368
7609	369
7610	350
7611	360
7612	352
7613	353
7614	354
7615	355
7616	356
7617	357
7618	358
7619	359
7620	351

GE U23B 2300 series

D&H	D&H	D&H	MEC
301	2301		280
301	2302		281
303	2303		282
304	2304		283
305	2305		284
306	2306		285
307	2307		286
308	2308		287
309	2309		288
310	2310		289
311	2311		290
312	2312	1776	289
313	2313		292
314	2314		293
315			
316	2316		294

Locomotive Names

GP 38-2:

7307—Competition
7312—B.C. O'Brien

PA:

16—Marvin A. Davis
18—George W. Hockaday

U23B:

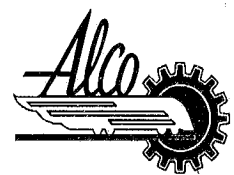
2312—E.W. McCrea

U30C:

703—Walter E. Zeh

Note:

Mr. Hockaday also had another locomotive named for him: C420 #62, (ex D&H #406), on the Arkansas & Missouri



(Continued from page 1)

All operated on that western Pennsylvania coal hauler, save one cab and one booster held for spare parts. Run without mercy, one by one the "Hauling Fools" hauled their last. By February 1, 1972, only two units remained in service: 1205 and 1216. Shortly thereafter, with the arrival of new units from EMD, Baldwin's ill-fated road freighters 1205 and 1216 went on the inactive list.

SALVATION: Seemingly, the death of these two Baldwins was assured when the Monongahela sold them to scrap dealer David Joseph of Butler, Pa in 1974. But, as fate would have it, 1205 and 1216 were saved from the torch once more. Their savior took the form of Carl B. "Bruce" Sterzing, President of the Delaware and Hudson Railroad.

On the lookout for unusual motive power to add to his collection, Mr. Sterzing made a deal to save the RF16's. In return for the "Sharks", the D&H would ship to Butler an equal weight of scrap in the form of derelict freight cars. The transfer of freight cars went well enough. However, the Baldwins' trip took somewhat longer. Dispatchers, apparently assuming these hulks were scrap, sent them into every junk yard siding along the route.

(In researching this article, I could find no proof to the rumor that D&H shop forces also shipped Mr. Sterzing's personal auto to the scrap dealer to protest this incredible deal.)

Safely arriving at Colonie Shops in August, 1974, the 1205 and 1216 were given a cosmetic mechanical overhaul and painted into the blue and silver "war bonnet" scheme, matching their Alco PA sisters. The road numbers were unchanged.

In service reminiscent of their unfavorable career on the New York Central, the Sharks swam around looking for a place where their record of incredible unreliability could be contained to less than disastrous situations. Uncertain performance and their inability to M-U with any locomotives other than those built by Baldwin -- of which the D&H had none -- relegated them to service on secondary runs. The 1205's cracked engine block had to be constantly rewelded. Despite having the best of three different railroad's mechanical men working on the units during their career, no one was closer to solving the electrical problems that plagued the road freighters from the day they left Baldwin's erecting shop.

Never reliable enough to be given high priority assignments, the Baldwin RF16's seemingly spent more time being towed to or in the shop than performing revenue work. The "RF" in the model's designation soon stood for "road failure". Probably costing more in road failures and repair than their original price, the Baldwin RF16 A-A road set was mercifully retired during the last quarter of 1977. The iron orphans were shoved into a weed-grown siding at Whitehall. Coincidentally, the Baldwin's benefactor, Mr. Sterzing, was seemingly shoved into the street at this same time. His association with the D&H ended during the second half of 1977.

THE FOURTH COMING: The sharks were put up for sale by D&H's new management. The asking price was a minimum

\$35,000 each. Castolite Corporation of Woodstock, IL, was also fooled, and bought the not-too-dynamic duo in 1978. After undergoing some mechanical work, the cab units were leased to a Michigan common carrier and tourist hauler. The 1205 soon died of crankshaft failure. The 1216 rolled on until the end of the year.

Back in their accustomed location, a shop, Baldwin's finest were again overhauled. They worked for the Escanaba & Lake Superior before being stored on that line in November 1982.

EPILOGUE: After building our pair of RF16's, Baldwin continued to limp along, picking up the odd order here and there. But living off the scraps and crumbs left by EMD and Alco was not enough. Baldwin ended locomotive production when it shipped an S12 to Erie Mining on October 30, 1956.

Like Lima Locomotive Works before it, Baldwin never really made the transition from steam to internal combustion power. After 124 years and approximately 76,000 locomotives, Baldwin was finished.

- BLHS *Bulletin*, January 1993

The Saga of the D&H "B-Unit"

by Merrill "Gus" Negus

Never reliable enough to be given high priority assignments, the Baldwin RF16's seemingly spent more time being towed to or in the shop than performing revenue work

Perhaps I can shed some light on the mystery of the "B-unit" discussed in the last two issues of the *Bulletin*. As the "junior" D&H Road Foreman at the time, unusual assignments for Mr. Sterzing seemed to come across my desk periodically. In this case, locating an Alco PB unit was the subject.

A "B-unit" was desired for a couple of reasons. Not only would it be an added power/steam source for our passenger service (both regular and excursion), but it could also be used in M-U with a freight unit for passenger service if necessary. At the time (1974, I think) the only Alco PB's were those on the D&RGW; plus one or two retired ATSF units rumored to be at Piolet Bros. scrap yard in McCook, Illinois. The Rio Grande said its units weren't for sale, and inquiries revealed that Piolet's policy was to never resell trade-in units. Attention was then turned to finding an Alco FB unit. These units were scarce also, and the only ones I could locate were in Canada (Canadian Pacific and British Columbia Railway). Here the problems of cross-border purchases arose and the matter died.

After we got the "Sharks", the B-unit saga resurfaced, this time because some railfans in Pennsylvania reported to Mr. Sterzing that a Baldwin RF B-unit had been sighted in a scrap yard. By this time, the strategy had changed, and the idea was to have the unit powerless, equipped with just extra water tanks, two steam generators and a small diesel generator for "hotel power". It could then be run between the two Shark A's to provide steam for coach heating plus electricity for occasions when

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the D&H business cars were used.

I was sent to Pennsylvania to meet with an equally "junior" Locomotive Inspector by the name of Wes Camp, who worked for Master Mechanic Bill Greaves in Wilkes-Barre. Wes and I located the Baldwin in the scrap yard of the Sullivan Trail Coal Co. in Pittston, PA. Close inspection revealed that the unit was the former PRR 9583B, a DR-4-4-1500B. (This B, along with two A-units, were the ones that Alco re-powered with model 12-251 engines in 1959.) Unfortunately, the coal company had completely stripped the chassis, modified the frame, and mounted it on four highway trailer axles so it could be towed around behind a huge electric crawler shovel as its power source. There was no way to cheaply change it back for railroad use, so another dead-end was at hand.

The saga's final chapter was the B&M F7B unit. By the time it was acquired, I was working in the Mechanical Dept. and had nothing to do with the project. I do remember it spent a short time in Bay 5 of Colonie getting stripped out inside (the engine, generator, etc. were already gone when it arrived on the D&H). Plans for it were the same as those for the Baldwin except "dummy" Alco-type trucks were to be installed so its looks would be less "EMD-like". It was sent to Wilkes Barre for the intended modifications, but priorities and fortunes changed, causing the project to die for the final time. The chassis was cut up for scrap a few years later and the EMD trucks were sent to Colonie for shop use.

I never heard of any plans to trade the F7B to the Rio Grande for one of its PB's.

And Other Diesels

There have been some questions as to what became of D&H GP38-2 #7316.

On December 7, 1983, the 7316 was the lead unit on an unoccupied, southbound consist sitting at SW Cabin (Nineveh Junction). The crew had outlawed (their hours of service had expired) and been taxied to Binghamton. The "Binghamton helpers" (a pair of 750 class U33C's, as I remember) were sent to pull the train in.

Poor weather conditions plus an apparent mix-up in communications resulted in the helper units hitting the 7316 head on. The impact was hard enough to break the frame on the EMD. The unit was judged to be too costly to repair, so over the years, it was slowly stripped of usable parts at Colonie Shops. The remaining "bones" were finally sent to CP's Ogden Shops last year for disposal.

- BLHS *Bulletin*, June 1993



The D&H 4000's

by Rob Mangels

The Delaware & Hudson Railroad, long an innovator with unusual and daring steam locomotive designs, started to dieselize in 1944 with the acquisition of two 1000-horsepower diesel-electric locomotives built by the American Locomotive Company's Schenectady Works, in Schenectady, New York.

These two locomotives were purchased for use on the Adirondack Branch, via North Creek, to the iron and titanium mine built by National Lead Corporation in Sanford Lake, New York. The diesels were selected for this service because they were not likely to start fires in the dry, wooded terrain that was common in the Adirondacks.

These diesels were quickly followed by ten more 1000-horsepower units in 1945, and then were followed by five 1500-horsepower roadswitchers in 1946. These roadswitchers were built by Alco and assigned class RS2. They were the first of the 4000's, the locomotives that would be the backbone of the D&H's diesel fleet until the coming of higher horsepower units in 1960.

The first 26 units, 4000 to 4025, were class RS2, as were 4051 and 4052. Road numbers 4026 to 4050 and 4053 to 4129 were delivered as class RS3. There were a total of 128 4000 class locomotives on the roster, all delivered between 1946 and 1953. Units 4000 to 4025, 4036 to 4048, and 4050 to 4051 were delivered with friction bearings; all others had Timken roller bearings. Units 4026 to 4035, 4049, and 4052 to 4129 had dynamic brakes.

Units 4001, 4003 to 4006, 4009, 4012 to 4013, and 4021 to 4025 had Clarkson OK-4725 steam generators and water tanks of 1600-gallon capacity applied at Colonie shops very early on in their careers for use on passenger trains. Unit 4036 had the same steam generator but only 800 gallon water capacity. Units 4007 and 4008 had Clarkson DRK-4530 steam generators with 800 gallon water tanks as original equipment. Units 4014 to 4020 had Clarkson OK-4616 steam generators with 800 gallon water tanks as original equipment. The loaded weights of the 4000's varied from 229,200 lbs. to 253,500 lbs. depending on fuel and water capacities and if unit was equipped with a steam generator.

The RS2's were 55' 5-3/4" long, 14' 5" high and 10' 0" wide. The RS3's were 55' 11-3/4" long, 14' 5-1/2" high and 10' 1/4" wide. All of the RS2's carried 800 gallons of fuel, as did RS3 4036; the RS3's carried 1400 gallons. All units had 40" wheels on axles arranged in a B-B configuration, carried 28 cu. ft. of sand, 250 gallons of cooling water, 200 gallons of lube oil, and Westinghouse #6 brakes. All locomotives had type 244 V12 turbosupercharged diesel engines rated at 1500 horsepower when delivered, and were later upgraded to 1600 horsepower.

The diesel-electric locomotive operates on a very simple set of principles. The diesel engine (fueled by diesel fuel or #2 fuel oil) is direct-coupled to a direct current generator (traction generator). The generator is coupled electrically through a reversing switch and a set of power switches (contactors) to four electric motors (traction motors). Each one of these electric motors is geared directly to one each of the axles through a series of spur gears arranged so that 74 revolutions of the motor (pinion)

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gear would rotate the axle (bull) gear 18 times (74:18 ratio). Two small direct current generators (auxiliary and exciter) are driven through gears from the end of the traction (main) generator to provide low voltage (64 volt) current for lights and battery charging (auxiliary generator) and low voltage for controlling (exciting) the output of the main generator (exciter generator).

The reverser and power contactors are operated with air pressure (control air) supplied by the brake system. This system of air and low voltage control of the high voltage traction circuits allows the majority of the equipment in the cab to be safe (low voltage) and foolproof for crew safety (there has to be air pressure in the brake system before the locomotive could be moved. This makes sure the brakes will work also, since they needed the same air pressure). Air for the brakes is provided by a three-cylinder air compressor driven by the diesel engine (at the end opposite the main generator towards the long hood end). Engine cooling on the RS3 is provided by a fan driven by a continuation of the compressor shaft, cooling two large radiators mounted vertically in the end of the long hood of the locomotive. If the locomotive is steam generator-equipped, the steam generator is mounted in the short hood of the locomotive.

The Alco diesel engine was a V-type with two banks of six cylinders, each 9" bore x 10-1/2" stroke. The diesel was a four-stroke model. The engine operated with four steps. The first step sucked in air that was pre-pressurized by the turbosupercharger (intake). The second step compressed that air and increased its temperature to about 900 degrees F (compression). Just before the point of highest compression, a small amount of fuel oil was injected into the cylinder. This oil immediately ignited and forced the piston down to give the third step (power). The last step forced the burned exhaust gases from the cylinder (exhaust). The process then started again. Each cylinder performed these steps in proper synchronization for its piston movement.

The turbosupercharger was utilized to increase the amount of air forced into each cylinder during the intake stroke and to ensure that all the burned exhaust gases were dispelled from the cylinders during the exhaust stroke. This was done to increase the power output from each cylinder by increasing the amount of oxygen available for combustion and making sure no unburnable material remained in the cylinders after each power stroke. The turbo was a fan type air compressor that was driven by the exhaust gases from the engine. In other words, the energy of the gases coming out of the engine were used to force more air into the engine. The reason Alco locomotives were famous for smoking is that it took a few seconds for the turbo to speed up and force more air into the engine cylinders as the diesel engine's speed increased. This caused the diesel fuel to be partially burned due to a lack of oxygen while the turbo was speeding up (turbocharger lag). The unburned fuel was the black smoke coming out of the stack. When the turbo came up to speed, the conditions for

The 4050 and 4051 were built by Alco's Montreal Works and were assigned to the Napierville Junction Railway.

As delivered, the Alco RS2 sported below the deck battery boxes, like its older sister the RS1.

combustion were again just right.

The 4000's were used system-wide on the D&H. The steam generator-equipped locomotives were used mostly on the passenger trains between Albany and Montreal, while the rest of the units may have gone south. The 4050 and 4051 were built by Alco's Montreal Works and were assigned to the Napierville Junction Railway. The 4103 spent most of its remaining years switching the mine at Tahawus. The 4116 spent most of its time on the Greenwich & Johnsonville.

The locomotives carried several paint schemes during their lifetime. The two most often seen schemes were the very familiar "lightning stripe" scheme of blue, gray and yellow, and the other popular paint scheme, all black with diagonal yellow safety striping on the nose, but not the pilot. Many of the locomotives were delivered in all black.

Some of the 4000's lasted into the early 1980's, but by 1965 some 34 went to Alco for trade or rebuild, some 14 were scrapped, and nine were sold. By 1967, only 64 were still active. There still are many 4000's in existence operating on short lines or saved by historical groups.

- BLHS *Bulletin*, April 1991

The Railroad Archaeologist

by Scott J. Whitney

D&H RS Unit Observations

The long holiday weekend has afforded me the time to sit and relax with a good book. In this case I have been poring over the pages of Dave Sweetland's "Delaware & Hudson, Volume 1". My chief purpose was to try to understand the many variations in the D&H's fleet of RS2/RS3 multiple unit arrangements and spotting features of these units.

The first readily apparent thing I noticed is that the D&H did far more upgrading to its roster of RS2's than did its neighbor, the B&M. The only noticeable treatments that the B&M did to any of its RS2's were the addition of steam heating equipment to nos. 1501-04 and a new water-cooled turbo in #1500.

The D&H, on the other hand, saw fit to make several changes to its RS2's, which fell into four basic categories: battery boxes, turbochargers, steam generators and M-U equipment (which includes drop steps).

As delivered, the Alco RS2 sported below the deck battery boxes, like its older sister the RS1, and usually the same end handrail arrangement without a drop step. All were delivered with Alco's older design air-cooled turbocharger which was indicated by a more squarish off center exhaust stack. Electrical M-U connections were made with two separate sockets, one with 21 pins and the other with 12. Many D&H RS2's were also fitted with steam boilers for the heating of passenger

(Continued on page 9)

(Continued from page 8)

equipment, and many more would have it added later by company shop forces.

I will make an assumption (anyone with better data step forward and gladly be recognized!) that the RS2's and RS3's all had 6BL or 6SL air brake systems as indicated by the fact that they required only two pipe connections for the purpose of M-U operation. One pipe is for the "main reservoir", while the other is for "equalizing", which is for control of the brakes on trailing units. Later units to arrive, such as the 600's, 700's and 500's, would be equipped with 26L air brakes, which could handle both the old two-pipe system as well as the newer three-pipe system, which consisted of main reservoir, apply and release, and actuating. The even newer units would be equipped with only the three-pipe system. To say that shop forces had much to consider when setting up power assignments is an understatement!

The reason for Alco having used two electrical jumpers for the RS2 has never been clear to me, and most likely wasn't too clear to the folks at Schenectady, either, as they abandoned the practice with the introduction of the RS3. Photos indicate that many of the D&H RS2's were converted to the single socket arrangement at some point in their lives. Neighbor B&M never changed this and their RS2's were forever destined to only run with one another.

One of the more interesting conversions was the relocation of battery boxes on some units from below the running boards to above them behind the cab, as was normally found on RS3's.

The only quick distinguishing feature that remained to tell these RS2's from RS3's was the cab side fuel filler. RS2's were equipped with a fuel tank under the cab like their RS1 cousins, whereas the RS3's were found under the frame only. RS2's that were not equipped with boilers could utilize the water tank below the frame as a fuel tank, which would be connected to the upper tank by a large pipe (once again a practice that was carried over from the RS1). Oddly, the cab fuel filler spotting feature disappeared from Napierville Junction RS2 #4051. I have wondered if the unit's fuel tank under the cab sprang a leak that the shop forces didn't want to mess with. It is a major event to work on these tanks because the entire cab must be removed.

Speaking of the NJ units, I should take the time here to point out that these were an odd couple of sorts, since they were delivered with friction bearing trucks. They were equally odd in the fact that one was equipped with drop steps and the other was not. Little good this did for the crews!

Other upgrades to the RS2's would include the addition of drop steps on some units and conversion to water-cooled turbos, as indicated by the crosswise centered stack. The two-socket M-U connections gave way to a single socket, but I am unclear if they were changed to the old Alco 21-pin or the newer AAR standard 27-pin arrangement. If the 21-pin style was retained, M-U could be accomplished with conversion cables with a 21-pin head on one end and a 27-pin head on the other. Such items were offered as options right from a manufacturer such as Pyle National. D&H's RS3's underwent fewer changes than did the RS2's. D&H RS3's nos. 4026-35,

4049 and 4052-4129 were delivered with dynamic braking installed in the short hoods. RS3 #4036 seems to be the only RS3 to have steam heat equipment added at some time. The only other RS3's ever to have boilers were the two imposter locomotives (ex-B&M 1508 and 1536) that were acquired in trade. Of course the units equipped with the air-cooled turbos were changed to the water-cooled variety.

Finally, I have a question. Did any of the RS3's sold to PRR survive into the PC/Conrail/Amtrak era? These were nos. 4041-48, excluding 4043 and 4045. What were their new numbers and such? Anyone out there who can add more to all this?

— BLHS *Bulletin*, January 1996

RS Details

from Arthur Couch

The only quick distinguishing feature that remained to tell these RS2's from RS3's was the cab side fuel filler

I may be of some help to Scott Whitney (page 4, January 1996 issue).

The 4036 came from Alco as a passenger unit, and remained so.

The electrical department, at a point in time, made the choice to go with the 27-pin jumper head, and change all the rest out, so as to have one jumper and a few extra pins.

The Napierville Junction units were built in Montreal, and there was an agreement as to how long they could remain outside of Canada.

Passenger units with steam generators had the fuel tank under the cab and water under the unit.

On those units that the shop put the battery box on top of the running board, they also changed out the fuel oil tank, using a larger 1200 gallon tank.

The first of the RS units had a large turbocharger on them, and the company did not have good service from them. The shop could not work on them and the units were sent back to the factory. The company tried a small supercharger, which had less back pressure and more output pressure.

The company found they could buy number 3 fuel oil cheaper than number 2 fuel oil, so they reset the injectors and gained 200 extra horsepower.

On the first order of Alco RS's, the master mechanic ordered friction bearings for going down hills; with electric brakes, this did not work, for they were leaving hot box units all over the railroad. All the units with electric brakes went back to Alco for roller bearings.

As with EMD today, when a railroad wants to buy new power they usually have to trade in a lot of power to be scrapped. Alco tried this, but they are out of business and the RS2's and RS3's are still around.

- BLHS *Bulletin*, February 1996

D&H Alco RS Units

from M. "Gus" Negus

I have some answers to Scott Whitney's questions concerning the D&H RS units, which he posed in the last issue:

(Continued on page 10)

(Continued from page 9)

Brake equipment: Scott's assumption is correct: all D&H 4000's had 6SL brake equipment except the two former B&M RS3's acquired in 1974. 4075:2 and 4082:2 (nee BM 1508 and 1536) had 24RL equipment.

RS2 M-U: The two-jumper cable system found on the 4000-4025 was by no means unique. A form of this system was the norm on most early diesel-electrics of the 1930's and 40's, except EMD's. The 21-wire Alco cable handled most M-U functions, with the 12-wire cable handling dynamic braking control plus some of the more minor systems such as directional sanding, steam generator info/warnings, air compressor sync, etc. These functions were all later incorporated in the 27-wire, one-cable system, but wire/pin numbers carrying the various functions were not standardized (AAR M-U) until the 1970's, even though the AAR had been trying to accomplish it since the middle 1950's. Standardization became almost a necessity after railroads began pooling power regularly.

Believe it or not, prior to standardization, most every road had its own wire/pin arrangements, so there were many cases where units of different roads couldn't be M-U'ed together without the use of special modified jumpers. I remember the D&H at one time had DH to DH, DH to EL, DH to NW and DH to ARR jumpers, plus probably more I don't remember. Imagine what a nightmare it must have been for the really large roads!

NJ 4051: 4051 was the designated protection unit for passenger trains plus the "Canadian leader" needed for the portion of the "WR/RW" trains that interchanged with the CP at St. Luc. NJ 4050 usually worked alone on the NJ local so "drop steps" weren't that necessary.

RS3's sold to PRR: These six units went to the PRR in 1957 and retained their D&H numbers there. They were traded in to Alco in 1965 on an order of PRR Century 425's.

Of the 26-unit fleet of D&H RS2's, nine came from Alco as passenger units (4007, 08, 14 through 20). Thirteen were converted at Colonie Shop (4001, 03 through 06, 09, 12, 13, 21 through 25). Only 4000, 04, 10 and 11 were not steam generator-equipped, though I believe they did have through steam lines and air signal piping.

— BLHS *Bulletin*, March 1996

More on D&H RS2's and RS3's

from Steven L. Ross

I may be able to shed some light on Scott Whitney's question about the disposition of the RS2's sold to the PRR, but the research has prompted me to ask one of my own.

According to Alvin Stauffer and Bert Pennypacker's "Pennsy Power II", the six RS2's were purchased by the PRR 1/1958 and classified AS15m (Alco, Road-Switcher, 1500 h.p., multiple-unit control). They retained their D&H numbers 4041, 4042, 4044, 4046, 4047 and 4048, as they were the only units of that model owned by the Pennsy! All were reported to be retired in 1965.

Before looking at the Pennsy book I checked the roster in Gordon Lloyd, Jr. and Louis Marre's "Conrail Motive Power Review, Volume 1". RS2's of the LV and E-L did make it to

Conrail, as well as RS3's from E-L, PC, CNJ and LV. All of the CR RS2's are supposedly consecutively numbered 5200-17. However, CR 5215 was formerly E-L 1004, and before that was D&H 4123 — an RS3 (built 8/53 B/N 80525). Does anyone know how the 4123 came to the E-L?

Another odd entry is CR RS3 5273, formerly E-L 1057 with the note "E-L built; E-L 929/BM 1507", no builders number and a built date of 3-73. A "kitbash", maybe?

—BLHS *Bulletin* March 1996

More on Alco RS2's and RS3's

by Ernie Johnson

Here is some more information on Alco's 244-engined road switchers.

Scott Whitney is correct in his statements that the RS3 was 6" longer than the RS2. The reason is that the auxiliary generator and the amplidyne exciter mounted on the main generator were gear-driven on the RS3, but belt-driven on the RS2. The belt-driven auxiliaries required less space.

An examination of the locomotive drawings in Alco publications TP400 and TP800 show that the cab was moved 6" toward the rear because of the design change. This placed the cab's rear wall over the truck center plate, as Scott said. It was also necessary to move the rear hood 6" and extend the underframe, resulting in an increase of the distance from the center plate to the end of the underframe from 10' 9" to 11' 3". The length inside knuckles was 55' 5-3/4" for the RS2 and 55' 11-3/4" for the early RS3's. A later version of the RS3, specification E1662B, increased the length inside knuckles to 56' 5-3/4".

At each end of the locomotive, the length between the pulling face of the knuckle and the end of the underframe was increased from 23-7/8" to 26-7/8". The unequal overhang of the front and the rear ends of the underframe over the truck center plates apparently had no effect on the riding qualities or train handling in M-U operation.

I have enclosed a copy of Alco Specification E1662B. Note the water-cooled turbosupercharger. I do not know if the D&H purchased any E1662B's.

— BLHS *Bulletin*, May 1996

Stewart HO-gauge C628's

from Dominic Bourgeois

I read George Stubbs' letter published in the March issue with some interest. Since their release, I have acquired some Stewart C628's myself, and have done a little research on their prototypes in order to model some D&H and Lehigh Valley examples. No doubt some members with firsthand knowledge could offer more information, but I'll contribute what I do know.

Regarding the small shield, I have looked at many book and magazine photos, purchased numerous slides and tracked multiple web sites, but to date I have only found photos of #602 carrying the small shield on the nose. Since George has

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(Continued from page 10)

a photo of 602 with the large herald, we can conclude that the C628's were all likely originally delivered with the large shield.

Occasional maintenance and repainting have resulted in other subtle variations. The two groups of C628's (nos. 601-609 and 610-618) were delivered in the standard lightning stripe scheme with large shields on the nose and cab sides, but (I'm 95% certain) none on the rear. Some units later received rear shields, such as #604 and #613, of which I have photos, while #611 and probably most others did not. Good rear views are rare enough to preclude a more exact listing at the moment.

The first group and, it seems, #610 were delivered with black number boards whose white numerals were a rounded sans serif type, while the rest had white boards with similar numbers in black. The boards on the first group were eventually replaced with white, with squarish Gothic numbers in black. #608, however, and perhaps only later, received rounded numbers.

The sides of the radiator fan assembly also originally featured numbers, in yellow Gothic, while the engine compartment sides only had the road name spelled out in blue Roman lettering. Some units later received small blue numbers below the road name (among them 601, 604, 607, 609, 612, 614 and 616 in Gothic, and 605 and 613 in Roman). #612 lost its radiator numbers completely, while 613 had them repainted in Roman. Oddly, I have a 1977 slide of 610 showing that its road name was repainted in yellow late in its career. Perhaps the blue just wore off to reveal the yellow? It did not receive hood numbers.

By now, we all know that 602-604 had two sand fillers on the nose, but other variations existed as well. 601-609 were "Phase I" units, featuring the angled rain shield over the air intake. They also had built-out radiator shutter housings. The second group lacked these items. #608 had the shutter assembly removed early on, but the rain shield remained. Some plumbing and M-U appliances were also eventually removed from the pilots of units from the first group. The others were delivered without.

I will attempt to write an article for Railroad Model Craftsman on my D&H and LV C628 models, given time and energy (both seem to be rare, non-renewable resources). In the meantime, I look forward to reading what other members have to say on the subject.

BLHS *Bulletin*, April 2000

(relates to item on bottom of page 1)

Delaware & Ulster's New RS36

from Ken Scrivani

An outfit from Ohio had recently purchased five former Delaware and Hudson Alco RS36's for restoration and resale. One of these was purchased by the Delaware and Ulster Rail Ride in Arkville, N.Y. They decided on the #5017, built in 1963. From what we understand, the engine came east through Canada, while working in the train that brought her this way. She was delivered to Conrail at Selkirk, and that's where she sat for a little more than a month. Apparently, all parties

were waiting for proper road permits to be put in place, as well as the necessary trucks, cranes, and rigging to be brought in for shipment to Arkville.

Once all the necessary permits and trucks were secured, the 5017 was ready to start the final leg of her journey to her new home. Tuesday morning, November 28, she was put into train SENS behind the road power, and shipped south down Conrail's River Line to Kingston. Once she arrived in Kingston, the local switch job set 5017 off on a yard track, and the cranes went to work. The trailer that hauled 5017 was a sight in and of itself!! Four pieces, a double gooseneck, a huge concrete counterweight, and about 92 tires, with the front and back tires pivoting automatically for the tight turns. It took all of Tuesday to put the trailer together. Finally around five p.m., the cranes started to load the 5017 on the trailer, in the dark, and bitter cold!! It was so cold, the camcorder batteries gave out quick! Thankfully, by 7 p.m., they were tightening the rigging up so 5017 would sit snug on the trailer.

Thursday morning, November 30, and the big move was all set. Once the State Trooper for the escort managed to get the keys to his car out — after locking them in a running car — everyone was ready. Two electric companies, the cable company, the phone company, three escort trucks, and a half a dozen police cars accompanied the 5017 as she made her way through the Kingston city streets. Electric lines were moved, traffic lights were pushed aside, and traffic was held back. After running into a delay with traffic signs, the 5017 finally arrived at her new home on the Delaware and Ulster rails Friday evening. The following day, she was lowered onto her trucks, and put away in a nice, heated shed. (I wonder if their two S4's were a bit jealous?)

I believe that the 5017 has already seen some service, pulling the D&U's Christmas special. If anyone gets the chance once the spring season gets underway, they should make their way to Arkville. They have a very nice operation, and a very nice addition to their family in the 5017.

—BLHS *Bulletin*, March 1996

More on the D&H's Last Alco's

from Will Baird

Included in the March issue of the BLHS Bulletin was a letter from Tom Scrivani concerning former D&H RS36 #5017, now at the Ulster & Delaware.

His letter states that there were five former RS36's. This is not true. The five retired D&H units were RS11's 5002 (blue) and 5009 (gray and blue), and RS36's 5017, 5022 and 5023 (all gray and blue). All five were stored unserviceable at Oneonta for several months after being moved dead from

Binghamton in late 1994. All five were stored unserviceable at Oneonta for several months after being moved dead from Binghamton in late 1994. Sadly, the five were sold by CP to NRE as an Alco parts source and arrived in Montreal's St. Luc Yard on April 7, 1995, where they stayed for one

All five were stored unserviceable at Oneonta for several months after being moved dead from Binghamton in late 1994.

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week before continuing through Canada on CP to Illinois. The week layover gave Montreal railfans one last chance to photograph the last of the D&H Alco's. It was soon after the five left town that we learned (to our relief) of the Delaware and Ulster Rail Ride's interest in the purchase and rebuilding/repainting of #5017. We have not been able to verify if the other four units have all been stripped.

The Bulletin was quite correct in stating that the D&H did not have blue "waffle" boxcars as currently offered by Walthers. Not mentioned, however, was the fact that the yellow cars had black ends, not blue as they are on the Walthers model. Member Dominic Bourgeois uses Walthers Illinois Terminal-lettered cars, which are accurately painted, for D&H cars (yellow sides, black ends, galvanized roof) and simply removes the IT lettering with a pencil eraser and applies D&H decals.

— BLHS *Bulletin*, June 1996

Photo on Page 13:

Top Left: B.C. O'Brien and his locomotive #7312. Photo by **John Bartley**. Steamtown, Scranton, PA Nov. 1990.

Top Right: The other named GP38-2 #7307, *Competition*. Photo by **Chris Shepherd**. Kenwood Yard, Albany, NY Sept. 1992.

Bottom: Baldwin "Shark" RF16 #1216. Photographer and location not noted; donated by **Al Jacobsen**. BLHS Collection.

Photo on Page 14:

Top: The before shot: GE U23B #316, last of the series. Photographer and location not noted; donated by **Al Jacobsen**. BLHS Collection.

Bottom: The after shot, a few years and lots of grime later, now #2316. Photographer and location not noted; donated by **Al Jacobsen**. BLHS Collection.

"Baby Huey" Paint

by William Kaufman

To the Editor:

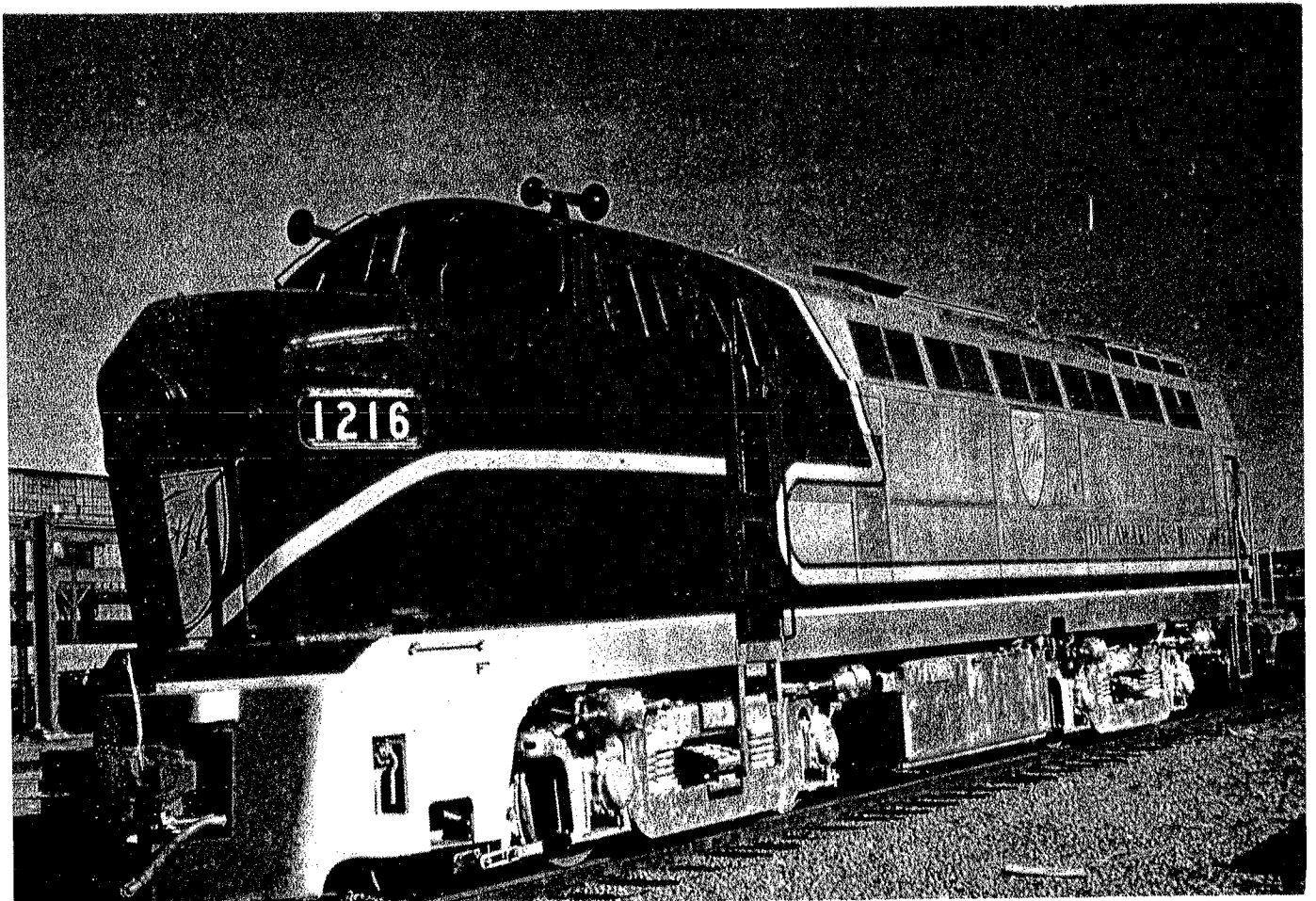
With the Diddles column by Dan Crossman in the October 1993 issue pertaining to the "Baby Hueys", I just had to write. I would like to correct the information regarding the last paint schemes worn by the U33C's under Guilford. The list is as follows:

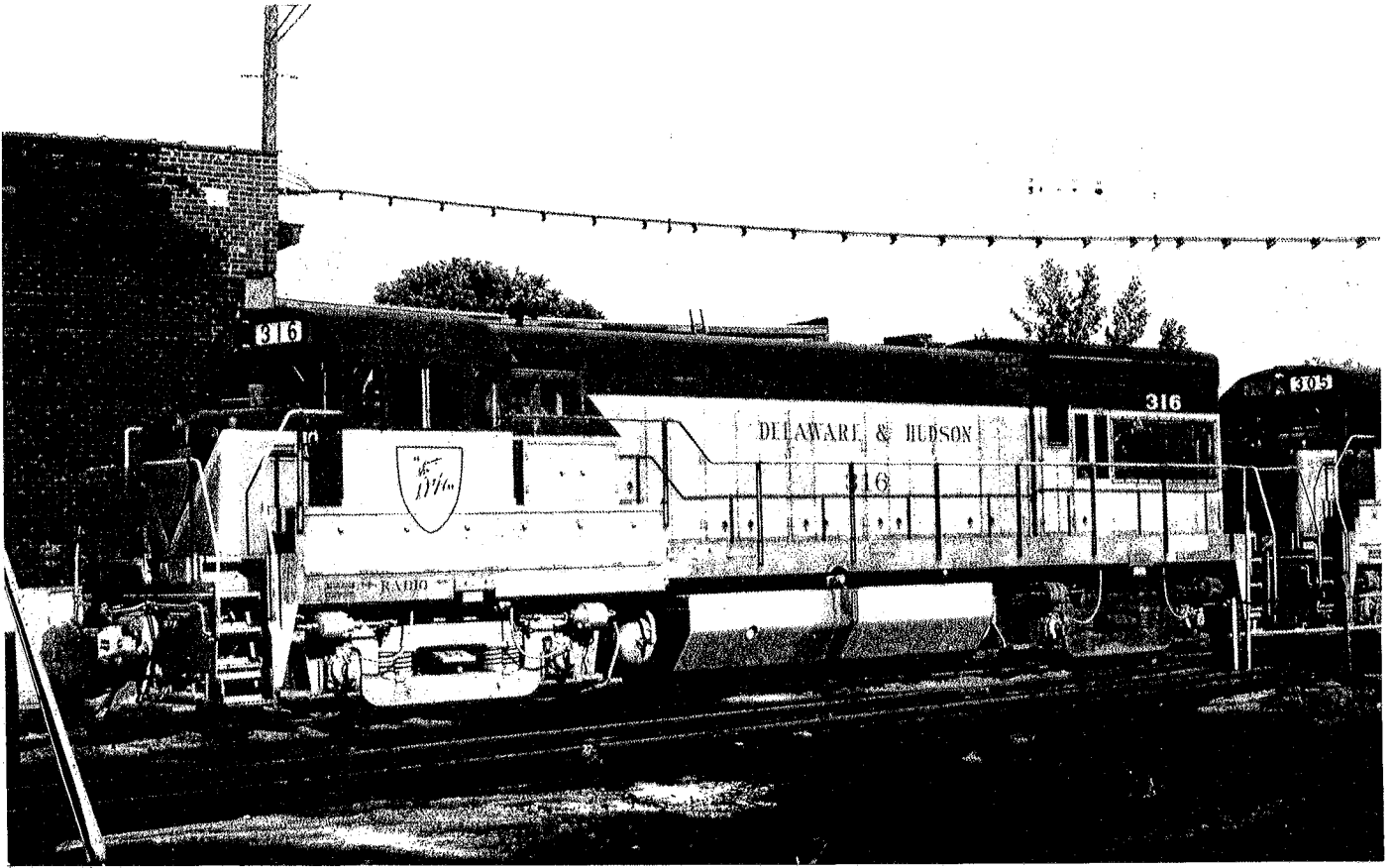
- 751-3 L. Stripe repainted maroon/ gray by EL before Conrail
- 754 L. Stripe still wearing these colors at GE Erie in 4/93
- 755 L. Stripe scrapped by GTI in these colors
- 756-7 L. Stripe still wearing these colors at GE Erie in 4/93
- 758(658) Reading blue rebuilt into Super 7 for FNM 14021 12/89
- 759(659) L. Stripe rebuilt into Super 7 for FNM 14020 12/89
- 760 L. Stripe scrapped by GTI in these colors
- 761(661) L. Stripe scrapped by GE in these colors
- 762(662) L. Stripe still wearing these colors at GE Montreal in 12/91
- 650-1 GTI gray/D&H still wearing these colors at GE Erie in 4/93
- 652 GTI gray/D&H still wearing these colors at GE Montreal 12/91
- 653 GTI gray/D&H still wearing these colors at GE Erie in 4/93
- 654 unknown rebuilt into Super 7 for FNM 14022 12/89
- 655 Avon blue still wearing these colors at GE Erie in 4/93
- 656 GTI Gray (D&H) still wearing these colors at GE Erie in 4/93

I hope this helps clarify what the last paint schemes of these units were before their retirement. The dates indicated show the last date I personally saw the units at the specified location.

I also have a request for information. I am wondering if it would be possible to purchase a copy of the electrical plans for the U23B's and U30C's mentioned in Scott Whitney's "The Railroad Archaeologist" in the September 1993 issue? I want to use these plans to help me in the design of the wiring for my U33C simulator I am currently building in my garage. The diagrams will indicate the interaction of the various electrical systems I am trying to simulate with a computer. Please let me know if this is possible.

— BLHS *Bulletin* - December 1993







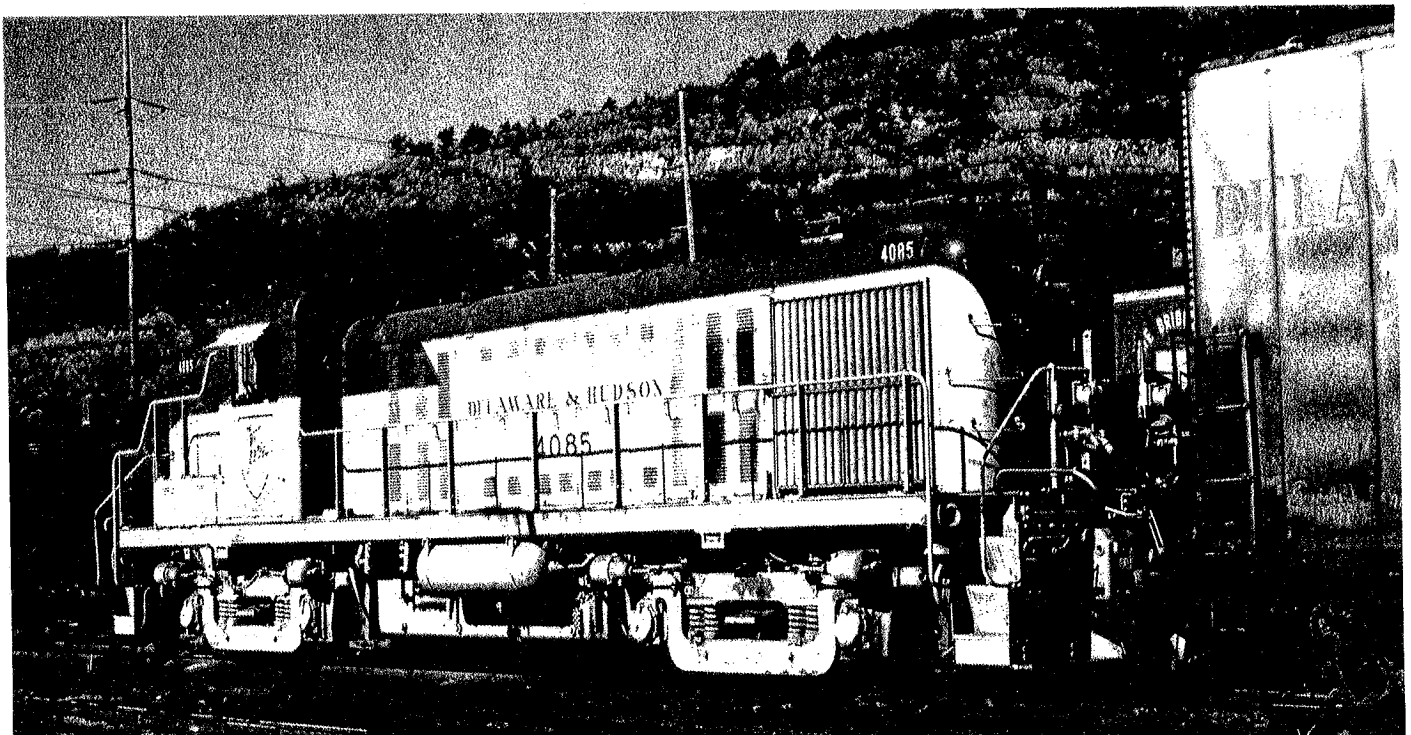
Alco/MK PA4's 17 and 18 at Colonie Shops, Watervliet. Photographer unknown; donated by Al Jacobsen. BLHS Collection.



GE U33C #761 with sister U30C #712. Photographer and location unknown; donated by Al Jacobsen. BLHS Collection.



Alco RS2 #4025 leads the *Laurentian* at Montreal West on May 22, 1955. Note the spilled fuel oil under the “2” below the cab. The filler is one of the spotting features of the RS2, even after the D&H upgraded the units to RS3’s. Photographer is Skipper Clark; donated by Al Jacobsen. BLHS Collection.



Alco RS3 #4085. Note: no fuel filler below the cab window. Although it may be hard to see, the filler for this RS3 is next to the air tank, below the “85”. Photographer not noted; Binghamton, NY; donated by Al Jacobsen. BLHS Collection.



BRIDGE LINE HISTORICAL SOCIETY



2004 Annual Banquet

Your Bridge Line Historical Society's Annual Banquet will be held at 5 p.m. on Saturday, September 18, 2004 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: I-87 ("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, minestrone soup, 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 John Bartley; the subject will be "The Colorful D&H". The speaker (should we have one) had not been set at press time.

Please send in only the bottom half of this form; keep the top for directions.

2004 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, and no refunds after, September 4; no telephone reservations will be accepted. Further information is available from Barbara Bachorz at 518-374-9548.

1948

Dear Mr. [Name],

I have received your letter of the 15th and am glad to hear from you. I am sorry that I cannot give you a more definite answer at this time, but I am sure that you will understand my position. I am sure that you will be satisfied with the results of the investigation.

I am sure that you will be satisfied with the results of the investigation.

Very truly yours,

[Name]

[Address]

[City, State, Zip]

1948



Bridge Line Historical Society

- presents -

The 150th Anniversary D&H Map



The BLHS is proud to announce its newest project — our re-release of Tony Steele's landmark Delaware & Hudson map of 1973.

This wonderful map, highly detailed, spans the years 1823 through 1973. It is 16 inches by 39 inches in size, and is a faithful reproduction of the original. The sections of the railroad are dated, with the appropriate years of service, as are connection roads, with lesser emphasis. It even includes abandoned sections.

The map is printed on heavy, 60 pound archival, acid-free stock, using oil-based inks for longevity; it has also been given an anti-UV coating for enhanced display life. It will be shipped rolled, in a tube. The map, reproduced to the right, is in color.

Order one for display, more for gifts.

Prices, with shipping and tube, good only through 11/1/04:

Q=1 \$13.00 (NY State residents add \$1 tax, total \$14.00)

Q=2 \$23.00 (NY State residents add \$2.00 tax, total \$25.00)

Q=3 \$29.00 (NY State residents add \$2.50 tax, total \$31.50)

Your order:

Number maps _____ Total \$ _____

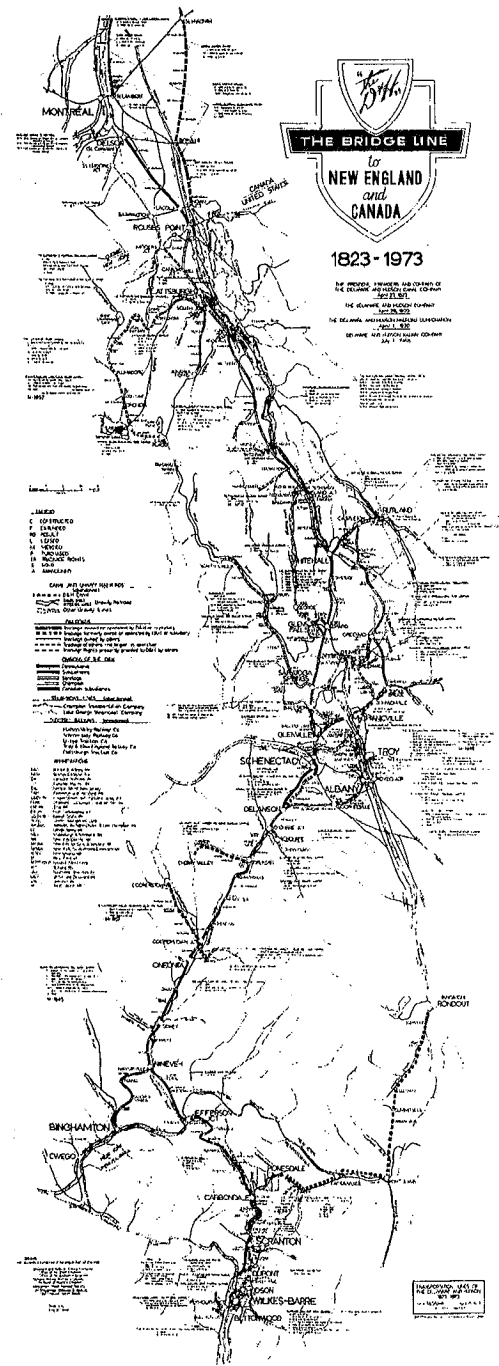
Your name and address:

tel. number _____

e-address _____

Send your payment by 11/1/04 (check or M.O. made payable to BLHS) to:

BLHS - D&H Map
P.O. Box 13324
Albany, NY 12212





Bridge Line Historical Society

Bulletin

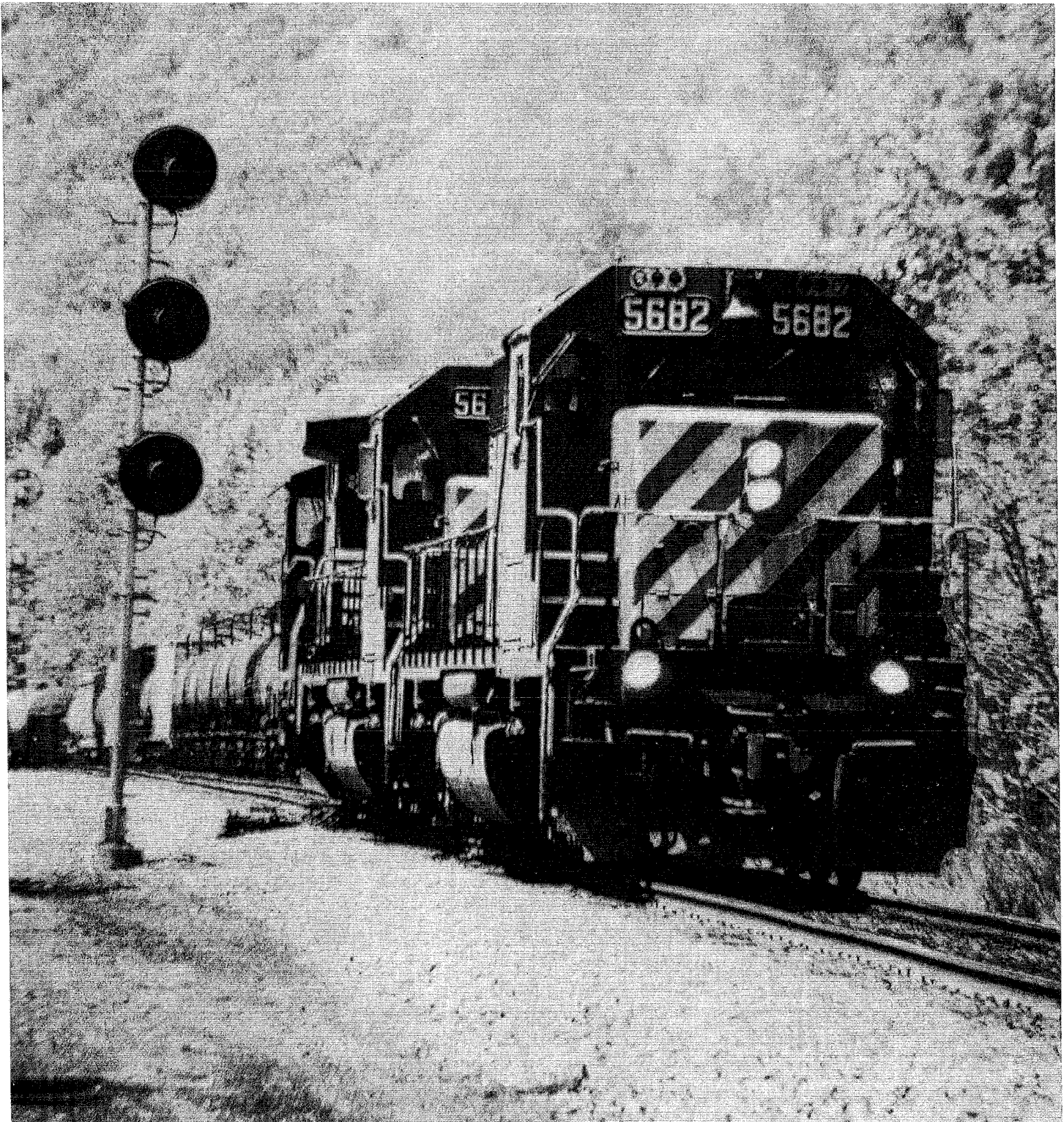


Volume 14, Number 9

\$2.50

September 2004

BRIDGE-LINE.ORG



The Timetable

Bridge Line Historical Society

Sep 18 - Annual business meeting and banquet, JeRon's Restaurant, Ballston Spa, NY. 5 p.m., speaker TBA; slide show by **John Bartley**.

May 21 - Spring business meeting and luncheon, Brooks House of Barbecue, Oneonta; 12N. Speaker **John Ham**, subject TBA.

Amherst Railway Society

amherstrail.org

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.

D&H Canal Historical Society

canalmuseum.org

Museum open 5/4-10/26, 9 a.m.-4 p.m.

Oct 24 - Annual dinner, Williams Lake Resort. Program: folk music and story telling.

Empire State Passenger Association

(518-383-5985 or bbecker@nycap.rr.com)

Oct 2 - Parker Inn, Schenectady

Nov 20 - Amtrak Station, Rensselaer

Jan 8 - Parker Inn, Schenectady

Mar 5 - 2005 Annual Meeting, Schenectady

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

On the cover: A CP/D&H northbound heads out of the siding and is just east of CPF 526, near Richmondville Hill's summit. The ubiquitous "action red" SD40-2's and consist had been sitting in the siding, waiting for Train 556 to clear. Photo by **Ken Walton** on May 27, 1998.

Susquehanna Valley RHS

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

Utica & Mohawk Valley NRHS

uticarometrains.org

Oct 8 - Monthly meeting, 7:30 p.m., Zion Lutheran Church, Utica, NY. Program by Bill Huther: "Going South".

Nov 12 - Monthly meeting, 7:30 p.m., Zion Lutheran Church, Utica, NY. Program by Ray Connors on trip to Boston in private car "Chapel Hill".

Show Time! (other events)

Nov 6-7, 13-14, 20-21, 27-28 - Kingston Model RR Club Open House. Susan Street, Kingston, NY; 12 N - 5 p.m.; \$5 adults, \$1 children under 12.

Jan 29-30, 2005 - Annual Railroad Hobby Show, Eastern States Expo Grounds, West Springfield, MA; sponsored by Amherst Railway Society. *BLHS plans to be on site both days.*

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. Other rail police:

Amtrak Police - 800-331-0008

CSX Police - 800-232-0144

NS Police - 800-453-2530

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the D&H, we do include material related to other railroads. Under no circumstances are D&H news, pictures or articles excluded from the *Bulletin* to make room for non-D&H material. Non-D&H items are included because (1) many of our readers, in addition to being D&H fans, are also interested in other railroads; (2) if an individual were to subscribe to just one railroad magazine (and we hope it would be this one!), he or she will appreciate good coverage of other area railroads; (3) CP/SL&H/D&H does not exist in a vacuum and must interact with other railroads; and (4) by including such material, we hope to increase our membership (and keep costs low).

If you know of any other group with rail-oriented or special events you would like us to mention, have them contact us with the details, allowing sufficient time for

us to publicize the event. All we ask is that if we promote and help a group, it should reasonably do the same for us. Amazingly, we have found that there are groups that refuse to do this!

Bulletin Sales Outlets

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

- ☛ Amtrak Albany-Rensselaer station (East Street, Rensselaer, NY)
- ☛ Amtrak Saratoga Springs station (Station Lane, Saratoga Springs, NY)
- ☛ Berkshire Hills Hobby Supply (93 Main Street, Canaan, CT)
- ☛ 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)

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BLHS News and Views

by Barb and Jim Bachorz

Annual meeting and banquet

This year's banquet and annual meeting will be held on Saturday, September 18 at JeRon's Restaurant in Ballston Spa, New York, the same location as last year's banquet. See flyers for details.

Marv Davis Award

We are soliciting nominations for the Marv Davis Award, scheduled to be awarded at our annual banquet in September. If you would like to nominate someone, please contact Gene Corsale (518-584-4715), write him at 8 Outlook Ave., Saratoga Springs, New York 12866, or contact him via e-mail (address elsewhere on this page). We need all nominations by September 10.

Nominations

Elections for all officers and three directors on the Board will take place at the Annual Banquet in Ballston Spa, New York on September 18, 2004. Those officers up for reelection or replacement are Chris Shepherd, President (who has submitted a letter of resignation, as he is unable to continue to devote the time needed); Jim Bachorz, Vice President; Peter Rankin, Treasurer; and Barbara Bachorz, Secretary. Those directors up for reelection are Bob Hayes and Jim Odell; Len Kilian has decided not to run for reelection. Please contact Chris Shepherd, who is serving as Chairman of the Nominating Committee, if you are interested. His e-mail address is ch952@bfm.org; his home address is P.O. Box 22, Troy, New York 12182; and his cellular number is 518-506-6232.

Camera columnist needed

We continue to be in need of a columnist to restart our Camera Corner/Photography column. There have been many changes in the world of photography, especially with the rapid shift to digital imaging, and we find ourselves lacking in this area, when we should be informing the membership.

Subjects could include current camera and film news, converting collections (and maybe even your entire equipment portfolio) to digital, electronic advances, etc.

Please contact the Publications Office (publisher@bridge-line.org) ASAP if you are interested. A computer is available if you don't have one to use for this needed endeavor.

Condolences

The BLHS would like to express its condolences to **John and Marian Milczarek** and their family on the recent death of John's father.

Our condolences also go to **Kip Grant** and his family on the recent death of Kip's mother.

Membership Cards

A member recently wrote with a suggestion to include the cards in a monthly issue of the *Bulletin* and save on postage and handling. It's a great suggestion, and actually we do exactly that, after the bulk of the cards have been sent via first class mail. When membership renewals first start to come in, there are too many to put cards with issues because each issue has to be pulled and then fit in with issues without cards for the bulk mailing. It would be much too time-consuming and slow down the process. Thanks for the suggestion.

Donation

Anne Oehlschlaeger recently donated two publications, the May 1939 and February 1955 issues of *The Railway Observer*. Thank you, Anne.

E-mail addresses

In this ever more electronic world, please let the Publications Office know when you change your e-mail address. Having e-mail addresses and telephone numbers came in very handy recently when we needed to reach luncheon attendees with updated information about the Super Steel tour. Please use editor@bridge-line.org for the notification.

D&H map available

If you want one of the 1973 150th-anniversary year maps the BLHS has just reprinted, see the flyer attached to this issue. The map is printed on heavy 60 lb. archival acid-free paper, uses long-lasting oil-based inks, and even has a clear anti-ultraviolet overcoat to help it resist fading.

For all that, the maps are just \$10 each, \$25 for three, plus NYS tax and/or shipping as applicable. This is a must-have for any D&H fan, and makes a wonderful wall decoration, sure to be referenced often.

If you live in the Capital District, you may pick up your map (saving the modest shipping cost) from Dave Roberts at JP's Trains & Hobbies, in Latham, NY, the Publications Office, or from our Sales Office. Call Dave at JP's (518-782-0981)

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.

to make sure he's there.

Request for more D&H articles

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

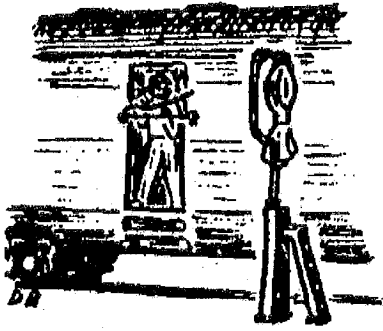
We do have a couple of articles on hold. They have been sitting for some time, as we are handicapped by the need to redo the artwork that came with them. We are *not* artist enough to do them properly.

Sustaining us

Our 2004 Sustaining Members are: Matt Adams; Roy Allen; Robert & Ruth Baker; Carl & Lysanne Belke; William Bennison; John Boardman; Dr. Rodney Brown; Ashleigh Chamberlain; Wally Day; William Denale; Geoff Dunn; George Franchere; Robert Gangwish; Tom & Arleen Gillen; Richard Hambly; Richard & Caroline Hooker; Art Jackson; Rob Kardas; Robert Kolankoski; William Larkin; Bruce Leemann; Ron & Suzanne Litwin; Warren Martin; Bill McColl; Andrew & Joan McCulloch; Jesse & Sandra Meeker; Dori & Bob Moore; Tom Moran; Peter Paulson; Charles Perkett; Michael T. Phelan; Walter Rich; Tim & Rita Richmond; Ralph & Kimberly Roba; John Sherman; Rick & Harriett Shvik; Ed Small; Keith Steltz; Edward Street; Baird Voorhis; Stephen Wasby; Tony White; Payson Wild; Rob Willett; Edward Zech; and Al Zubal.

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continued on page 14



The Mail Car

Mail from our favorite source - our readers!

Granger Trains

from Frank Higbie

I belong to both the NRHS and Elks, and since both were having national conventions around the July 4 weekend, I thought it'd be interesting to see both conventions and visit Minneapolis, a city we had never visited before. I didn't plan it correctly, so I arrived just as the NRHS was ending, and I didn't see any of it. However, while watching a St. Paul Saints baseball game, I noticed that if you sit on the first base side, you have a view of a double-track main line in front of you and a train yard across the street behind you. Not bad! Several freights came by during the game.

We also had never visited North Dakota, so a 90-minute flight on a turboprop brought us to the capital of Bismarck. North Dakota has given the U.S. such notables as Peggy Lee, Angie Dickinson, Roger Maris, and Liberace. History fans will enjoy the Lewis & Clark and native Indian sites in the area. I recommend the local Radisson Hotel; it's inexpensive and if you get a top floor room facing south, you get a great view of the countryside and the BNSF tracks that go straight through town. Don't worry about missing any trains, as they'll blast their horns to let you know they're coming through!

Adirondack Branch work begins

by Gene Corsale

The foliage cutting along the right of way has been completed to Corinth from North Creek, a distance of 46 miles. This is the section of the line owned by Warren County. Plans call for the Saratoga Economic Development Corporation to secure the line from Corinth to the new Saratoga Springs rail station - 14 miles - for access to main line Amtrak connections. The complete project is tentatively scheduled for a 2005 completion date.

Currently, the Upper Hudson River Railroad operates a scenic train from North Creek to Riparius/Riverside, a distance of eight miles. This is their sixth year of operation. The web site is uhrr.com and e-mail is info@UHRR.com.

Corrections & Amplifications from Anne Oehlschlaeger

When reading the piece from the *American Republic* on page 45 of the July *Bulletin*, the story is not entirely accurate. The first time I took an Amtrak train from NYC to Florida (either the *Silver Meteor* or the *Silver Star*), there was a live musician - a guitar player - in the West Coast lounge car (as well as a piano that anyone was welcome to play). It was great; passengers sang along with the guitarist. The next year, the piano was still there, but the guitarist was gone. There was a tape player, however, and one of my best memories was rocking through Georgia at 89 mph(?) with Santana's *Abraxis* tape playing and with a full moon and warm air outside. It was, to me, heaven. The next year, and since, no piano, no guitarist, no tape player. Music and trains, at least to me, have, or should be, always gone together.

An explanation of West Coast car: In those days there were two lounges on the 18-car train, one bound for Miami and one for the west coast of Florida. The train was broken south of Jacksonville and half went to Miami and the other half to originally St. Pete, later Tampa. Tampa is ideal. Unfortunately, now, the *Meteor* and the *Star* are shorter trains (8-10 cars) and if you're bound for anywhere west of Orlando, you have to get off in Orlando and endure a long bus ride. The *Palmetto* still goes to Tampa. Unlike the *Star* and the *Meteor*, it no longer has a dining car or (as it used to have) slumber coaches.

I was glad to learn of music on the *Texas Eagle*, and hope it will be continued, even expanded. It is a natural fit. Passenger trains are one of the few places left in our culture that provide what used to be a cultural commons, and even that is being eroded by, at least on the NE corridor, relatively new classes of trains and train accommodations.

In the May *Bulletin*, I believe the hurricane mentioned in the second paragraph on page 27 of Jim Corbett's "Let's Talk It Over" was earlier. But maybe I'm wrong. Am just thinking of E. Hemingway's piece(s?) in *Esquire* describing the hurricane(s?) a few years earlier than 1938 that killed so many vets building the Flagler Railroad. I would love to see a short piece setting forth the chronology of passenger, or any, rails between Miami and Key West. If the service ended in 1938, it couldn't have run long, and the line must have been

completed after the hurricanes a few years earlier? What was the rationale for building and then discontinuing? A friend tells me that he thinks there was earlier service.

To which our resident "conch" and editor (John Milczarek) adds:

Being a Key West "conch", I've developed a love of the history of the Keys pre-1970 (before the Navy left Key West).

The Key West extension of the Florida East Coast Railway ran to Key West, FL from the afternoon of January 21, 1912 until a hurricane destroyed most of the R-O-W on September 2, 1935. The extension was fully complete by 1916, and linked by ferry to Havana as a regular service.

The extension was conceived in 1904, and construction started in January, 1906. There were many storms that delayed construction (killing workers and washing out parts of the R-O-W). Official passenger service started January 4, 1909 from New York City to Knights Key. A good book on the subject is "The Railroad That Died At Sea", by Pat Parks, published by Langley Press, from which this information was gleaned.

If there is enough interest, I'll write a more detailed article. This extension has a lot of stories to offer. Contact the Publications Office.

As a final note, the original highway to Key West is built on the R-O-W, including the Seven-Mile Bridge. J.E.M.

Rail car headed for restoration

contributed by Robert Dennis

After nearly 70 years by the side of state Route 7 in Maryland, NY, a historic Delaware & Hudson rail car headed back to the tracks last week, according to the *Daily Star*. Members of the Leatherstocking Railway Historical Society said they plan to restore the car during the next five years, trackside at the Milford, NY depot.

Wednesday afternoon, Bill Rigby, the society's restoration projects director, helped jack the car off of a mobile home trailer used to haul it to Milford. The rotting car, which through the years served as home for a family of 13, a storage shed and a barbershop, is his baby.

"We don't know who built it and we don't know when", he said, "but it was one heck of a beautiful car, and, as near as we can figure, there's only six or seven like it."

He said it was probably built between the mid 1870's and 80's and shuttled passengers on day trips in first-class luxury. "It's 9-1/2 feet wide by 52 feet long, so it's a small car for what they were running at the turn of the century", he said.

continued on page 17



Along the Tracks

by Jim Odell

With the help of our fine editor, we are resuming our feature of publishing transcriptions of track plans for key segments of the railroad. Earlier sketches for Menands, Cohoes, Mechanicville, Fort Edward, Lake George, Bainbridge, Ballston Spa and Saratoga Springs were published in *Bulletins* throughout the year 2000.

The plans were transcribed from Engineering Department blueprints originally prepared in 1956. This is a good year to study, as we can see the remnants of the track arrangements used in the days of steam while reflecting modernizations made to improve performance on the Bridge Line. The originals are in the collection of **Tony Steele** and do not reproduce well; they were designed as a foldout pocket reference for use by members of the Engineering Department. They are a wealth of information, showing rail weight, ballast type, grade, etc. in addition to the general track arrangement.

We originally published the drawings in response to requests for track plans and, we hoped, as a way of starting a conversation regarding the industries served by the tracks, the types of traffic seen by the industries and comments as to how they were served by the railroad. If there is any feedback, we will edit it for inclusion in future issues.

We encourage our readers to add to the collective information. At least one of our members has built upon a spreadsheet of

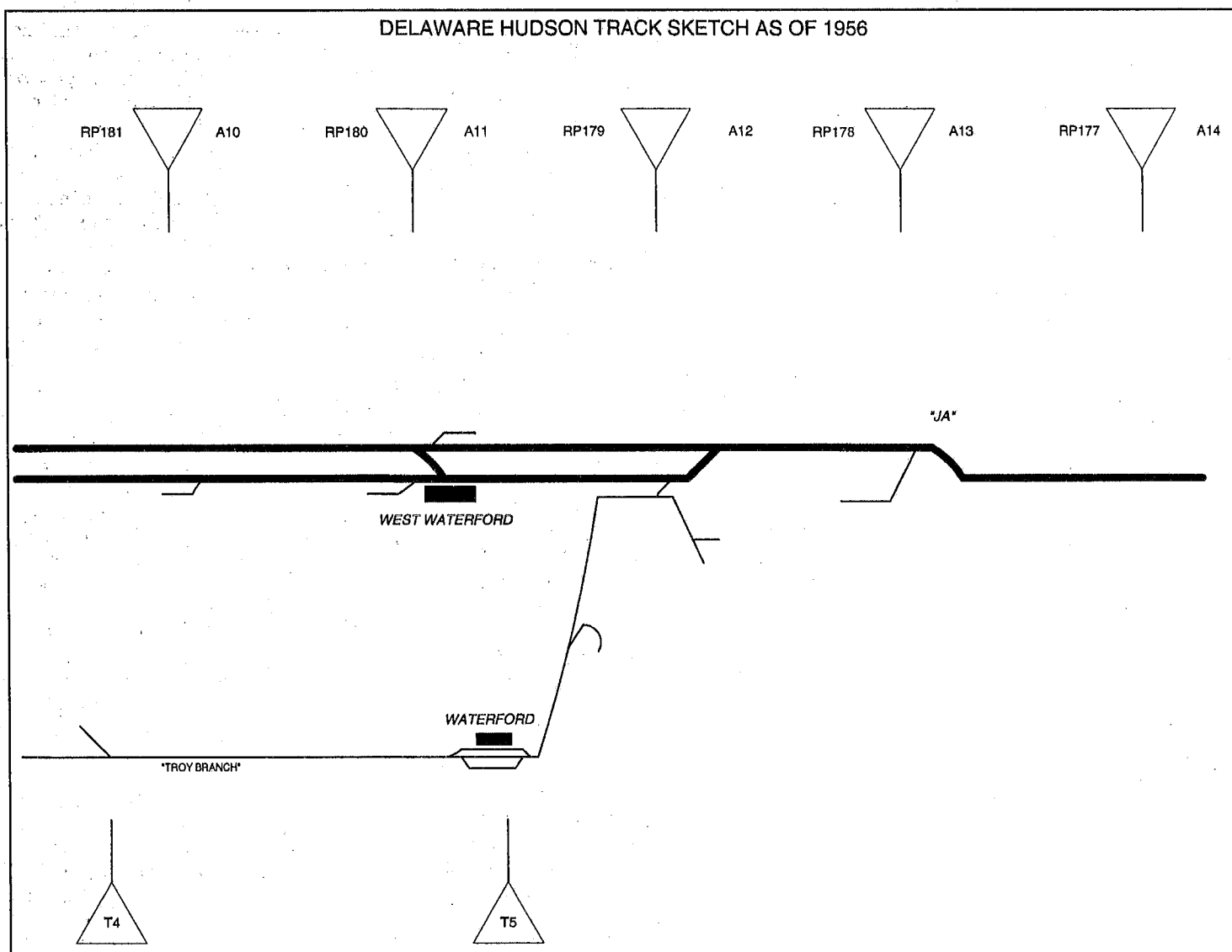
industries served by the railroad in hopes of identifying both the shippers, the types of cars used in the traffic and details of the traffic. While useful for fanatical modelers attempting to copy the operations of the railroad, such information will also assist in giving historians a better grasp of the importance of the D&H to the communities it served. We admit that the drawings are a bit crude, but they should be sufficient to start the ball rolling.

Waterford / West Waterford

This diagram fills a gap not covered in the year 2000. While easily overlooked by the urban attractions of the metropolis of Cohoes, the village of Waterford actually saw rail service before its overshadowing neighbor.

The Rensselaer and Saratoga leapfrogged north from Green Island by bridging the gaps from Green Island to Peebles Island to Waterford during the first years of the 1830's. Absorbed into the D&H Company immediately after the Civil War, the importance of the R&S was not challenged

continued on page 6





Reminiscing

by Rev. Walter F. Smith

Farewell to Folkston - 2004

On our last day in Folkston, the sun came up without the Georgia fog. At 0635 I went to the platform to enjoy the brief time remaining. Betty had said she'd stay an additional day, but I was sick of living out of a suitcase. I had hardly arrived when the southbounds began. Before going back to the Western at 0800, no fewer than five southbounds went by, three of them with impressive numbers of cars.

First, from Waycross, was NS 8961-UP 3905-1878 with 111 boxes, covered hoppers, and tanks with molten sulfur. When the fan from Central Florida arrived and heard that UP 1878 had just passed he cursed; he was photographing specific units and wanted that one. Next, also from Waycross, were CSX 5558-5535 and 100 cars, mostly boxcars. This may have been the local which switches the paper mills at St. Mary's and Fernandina Beach. He was a scant twenty minutes behind the first. Next, from the Jesup sub, CSX 648 and HLCX 6213 led a hot intermodal. The fourth train, from Waycross, had CSX 4662-5922 and 60 cars: boxes, sulfur tanks, and phosphate hoppers, perhaps the overflow of the first manifest. At 0800, as I departed to take Betty to breakfast, another manifest came south, with CSX 688-8779 with 141 cars, including a dozen gondolas with what appeared to be giant blocks of granite. Shades of the old Rutland!

We had better luck with breakfast at a small diner between the Western and another motel. By 0930, back at the platform, a northbound with Union Pacific 4553 and CSX 8731, trailing a general manifest, was sitting south of the first crossing. Platform dwellers say the Waycross sub is particularly congested, and trains often wait here for traffic to clear. By this time, more fans had arrived, and a crew began cement forms for the rest room building.

Before I could ready my camera, two CSX units came from Waycross with an intermodal. The manifest sat and another

intermodal appeared from Waycross with CSX 92, 7298 and a third unit. The fan from Florida was fidgeting and fuming. He had to be out of his motel room by 10:30, and he wanted pictures of the manifest. Soon the Waycross sub produced a coal train, with CSX 81-71 pulling OUCX porters. Still the manifest lingered.

Down went the gates again, and Amtrak's *Silver Meteor* from New York City roared south. I'm interested in the old 10-6 sleepers which have been made into crew dorms with

smoking lounges. It's interesting to see which cars have survived. This one was a Santa Fe original, "Pine Arroyo".

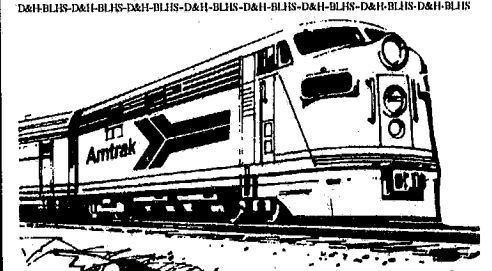
Now the headlights of the manifest shone brightly, and clouds of sand arose as he crept toward the crossing, horn blasting, waiting for the gates to come down. An eighteen wheeler pulled up to the west gate and began sounding his horn, adding to the cacophony. When 4553 whistled, the truck would answer. This freight had 125 cars of general merchandise, including an impressive number of coil steel gondolas and many tanks marked for "anhydrous ammonia". It reminded me of Billy Sol Estes, the Texas wheeler-dealer who was paid government subsidies for anhydrous ammonia tanks which didn't exist. Perhaps we were looking at the long lost tanks.

Twenty minutes later, we were in Florida. We would be close to CSX as far as Ocala, but did not intend to do special train watching. But all fans know the first beatitude: "Seek and ye may not find; Seek not and it may find thee." (This too is from the King James version.) There was nothing at Callahan, and so much highway construction at Baldwin, we could only take fleeting glances. But above Stark a train was moving with us to our left. It proved to be X688 south, which I had seen in Folkston at 0800 hours. The gons full of granite were the identifying mark. In traffic-plagued Stark, we were actually ahead of him but a stop at Walmart put us behind. Near Waldo we caught up again, and I stopped and photographed the power. Beyond Hawthorne, at one of the periodic sidings, a low yellow was showing, and we left him.

After passing the village of Lochloosa, I could see a headlight approaching a mile away. This was another monster CSX manifest with a home road unit on the point, followed by two FURX leasers and 147 cars. The power passed at track speed, but by the time a cut of tanks at the end rolled by, he was slowing for the meet.

In the consist was a newly painted Canadian National covered hopper with the CN web site on the sides but reporting marks for Chicago Central, the child IC had disowned and then taken back. The CN noodle now stretches far.

As we sat by a churchyard in Citra eating our lunch, X688 caught up with us for the final time. In three days the former Seaboard had given us some lively action. He whistled off toward Ocala and we left to see Betty's sister in Tavara.



Along the Tracks from page 5

until the D&H had purchased the Albany Northern line and consolidated the rights of way north of what became "JA".

As shown in the sketch, the "Troy Branch" joined the main line near milepost A12. The 1956 date hints at the possible growth of the General Electric's Silicones plant and the Price Chopper warehouse that now fill the flood plain. The main line is still double tracked south of the West Waterford station - still served by commuter trains in 1956. The purpose of the sidings in West Waterford is unknown.

Down by MP A10, we see a trailing switch on the northbound main, possibly for Star Textile or its predecessors.

The Waterford freight house shows indications of some activity, but the siding by MP T4 is long gone. This branch once traversed an interesting group of industries, and the siding may be associated with the Cluett & Peabody bleachery (now used by the state as its restoration center for Parks and Recreation). The map shows now evidence of tracks for either the Matton shipyard or the valve foundry located between Peebles Island and the 112th Street highway bridge in Cohoes.

The Troy Branch slowly died out during the 1960's, and only the Waterford freight house survives as the public library. It is worth a look, as it still looks like a freight house and carries bold lettering on its end so indicating.

Ed. comment: The "Price Chopper" warehouse was actually the Grand Union warehouse. My aunt worked there in the 1960's. The Price Chopper name didn't exist until the 1980's or so; previous to that, it was known as Central Markets. ...J.E.M.

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

STATION SYMBOLS

Revised

for use in reporting movements of cars only

Champlain Division Whitehall to Rouses Point

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Whitehall</u>	<u>Rouses Pt.</u>
W	Whitehall	0.0	113.4
200	Lake Station	1.6	111.8
201	South Bay	4.3	109.1
202	Clemons	7.0	106.4
203	Dresden	9.9	103.5
204	Putnam	14.9	98.5
CG	Cummings & Luthers	18.4	95.0
206	Fort Ticonderoga	22.1	91.3
DP	Delano Junction	22.5	90.9
H	Pells	24.0	89.4
212	Spar Mill	30.0	83.4
213	Crown Point	31.6	81.8
BD	Burdicks	34.7	78.7
214	Port Henry	39.2	74.2
216	Howards	46.0	67.4
217	Westport	50.3	63.1
218	Wadhams	53.4	60.0
219	Whallonsburg	56.9	56.5
220	Essex	59.7	53.7
221	Willsboro	64.5	48.9
222	Burnhams	68.5	44.9
223	Rockland	72.0	41.4
224	Port Kent	76.9	36.5
224-1/2	Sand Pit	78.7	34.7
225	Valcour	83.3	30.1
SU	South Junction	85.4	28.0
226	Bluff Point	86.7	26.7
226-1/2	Camp Siding	89.4	24.0
P	Plattsburg	90.0	23.4
239	Boyntons	91.2	22.2
240	Beekmantown	94.1	19.3
SP	Spellmans	95.9	17.5
241	West Chazy	101.1	12.3
244	C.M. & L. Siding	104.8	9.6
245	Chazy	105.6	8.8
245B	Stetsons Siding	107.4	6.0
246	Coopersville	109.4	4.0
F	Rouses Point	113.4	0.0

Baldwin Branch

<u>Symbol</u>	<u>Name</u>	Distance from <u>Ft. Ticonderoga</u>
206	Fort Ticonderoga	0.0
TV	Ticonderoga	2.0
209	Baldwin	4.8

Ausable Branch

<u>Symbol</u>	<u>Name</u>	Distance from <u>So. Junction</u>
SU	South Junction	0.0
227	Salmon River	1.4
228	Laphams Mills	4.2
229	Peru	6.3
229-1/2	Northern Orchard Co.	7.7

230	Harkness	106
231	Arnold	133
231-1/2	Gobels Switch	146
232	Rogers	162
233	Ausable Forks	189
234	J. & J. Rogers Plant	206

Chateaugay Branch

<u>Symbol</u>	<u>Name</u>	Distance from	
		<u>Bluff Pt.</u>	<u>L. Placid</u>
226	Bluff Point	0.0	79.4
P4	Ross Siding	0.2	78.0
P5	Concrete Building and Supply Co.	1.6	77.8
P6	Roberts Siding	1.7	76.1
WE	West End	3.9	75.5
P7	Saranac Pulp & Paper Co.	4.3	76.0
UP	Underwood Paper Company Spur	7.1	78.8
P8	Morrisonville	7.0	72.4
KF	Kents Falls	9.0	74.2
P11	Cadyville	10.6	68.8
P17	Dannemora	16.1	63.3
P22	Russia	19.1	60.3
P28	Chazy Lake	26.9	52.5
P31	Parkhurst Shaft	30.7	48.7
P32	Bradley Pond Spur	31.0	48.4
P34	Lyon Mountain (Station)	32.9	46.5
P35	Lyon Mountain (C.O. & I. Co.)	33.5	50.5
P38	Standish	36.6	42.8
P43	Middle Kilns	41.4	38.0
P47	Wolf Pond Upper	43.8	35.6
P49	Plumadore	46.9	32.5
P54	Loon Lake	51.0	28.4
P61	Onchiota	57.4	22.0
P64	Vermontville	61.0	18.4
P66	Bloomington	63.3	16.1
SL	Saranac Lake	69.7	9.7
P74	Mountain Gas Co.	70.7	8.7
P75	N. V. A. Spur	73.5	5.9
P77	Ray Brook	73.6	5.8
LP	Lake Placid	79.4	0.0

As Information

Greenwich and Johnsonville Ry. Greenwich Junction to Greenwich

<u>Symbol</u>	<u>Name</u>	Distance from <u>Greenwich Junction</u>
GR	Greenwich Junction	0.0
G8	East Greenwich	2.4
G5	Battenville	5.6
G2	Center Falls	8.2
J14	Greenwich	10.4

Reprinted from Form 269 Revised: The Delaware and Hudson Railroad Corporation - Instructions to Conductors Governing the Preparation of Wheel Reports, Forms 303 and 183. Also, Station Symbols for Use in Reporting Movement of Cars, Albany, NY, March 1, 1934. Donated by Pat Nestlé; *continued from July 2004 issue.*



Swap Shop

by Robert A. Moore

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

The Address

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

e-mail: dmoore4@rochester.rr.com

The lazy days of summer really *were* lazy. Business is so slow in the Swap Shop that your columnist has resorted to writing his own ad. It appears below with only one other new ad. You folks really need to check out your goodies and see what should move to someone else's den/ family room/trophy room/layout room.

For sale: Original slides of D&H, R&N, Guilford and misc. subjects. Mostly roster shots. These are not duplicates, but original doubles from my collection. \$2 each plus \$1 per order. For list please send LSASE to Mike Bischak, 778 Main St., Simpson, PA 18407-1237; e-mail engrbreezy@hotmail.com (0904)

For sale: Kadee D&H PS-1 Standard 40-ft. boxcar, part number 4004. Dark boxcar, red color, round herald, road number 19114. New in orig. sealed box, \$35 includes P&H. Bob Moore, contact info at top of column. (Why sell? See below) (0904)

For sale: Jim Beam liquor train, J.B. Turner engine and tender, baggage car, dining car, coach, caboose and display track. Bottles are full, \$500. N&W 2-8-8-2 by Rivarossi, \$110. Pennsylvania GG1 by Rivarossi, \$35. 20 different railroad plates, \$20 each. Frank Max, 33 Lough-

berry Park, Saratoga Springs, NY 12866; tel. 518-584-2807, e-mail framarsar@juno.com (0704)

Wanted: Newest release of Atlas D&H RS11 #5001 with all-yellow short hood. Also, ISO CP Rail (with or without multimark, without CPI reporting marks) and QGRY (no graffiti) Proto 1000 HO scale newsprint boxcars (have CP 85466). Matt Adams, 8014 Glendale Dr., Frederick, MD 21702-2920; tel. 301-514-1375; e-mail dh7324@hotmail.com (0604)

For sale: Kodachrome originals 1978-1992 by Roger W. Coleman are available for viewing and purchase at Berkshire Hills Hobby Supply in Canaan, CT. A couple thousand, mostly scenic/action, some older roster. Lots from D&H, B&M, CR and Amtrak in this area as well as all around the country and Canada. Quantity discounts and 10% off the total for BLHS members. (0504)

For sale: All HO: Three undecorated powered Atlas Alcos, two C425 \$40 each, one RSD12 \$45. Bachmann Spectrum GP30 CGW \$25. P2000 Milwaukee E8A 35A (UP "Cities" paint scheme) \$35. Athearn SE CNW "Falcon" SD40-2 6922, powered, \$20. AHM old first generation 3-bay covered hoppers w/AHM wheels, KD couplers; road names Milwaukee, Florida Tile, Naugatuck Plastic, N&W, \$10 each. If shipping needed, buyer pays. Check or MO clears before shipping. Clarence Fosdick, 329 Burgoyne Rd, Saratoga Springs, NY 12866; tel. 518-583-7653 (0504)

For sale: D&H HO scale rolling stock. E&B Valley ACF 70-ton covered hopper, D&H #2953, E&B kit #5005, built up. Robbins Rails/BevBel collector's edition PS-1 50-foot boxcar, D&H #27035. Make an offer for either or both. Jim Hurley, 17 Babbitt Ct., Elmsford, NY 10523; tel. 914-592-5399, e-mail jimh721@hotmail.com (0304)

Wanted: Information, photos, recollections, train orders, anything related to the movement of prisoners over the D&H to Comstock or Clinton. If anyone has a photo of the Comstock or Clinton stations or track diagrams of the facilities at Dannemora, I need them! I expect to write an article for the *Bulletin*. Joseph Klapkowski; contact riverlinejoe@hotmail.com. (0304)

Available again: Doug Lezette's video, "Red Alcos, Green Mountains", featuring C424's, RS18's, RS11's and an RS3 on CP Rail and Lamoille Valley in VT and NH. One hour, specify VHS or DVD. On line orders: geocities.com/dlezette; or check/M.O. for \$29 S&H (includes first

class shipping). NYS res. add 7% tax: Final Decade, PO Box 9069, Schenectady, NY 12309 (1203)

Gary scores big

Fellow columnist and frequent photo contributor Gary Schermerhorn has a feature article in the August 2004 issue of Railpace spotlighting the Catskill, NY trestle on CSX's River Line. The multi-page article is beautifully enhanced by Gary's usual fine photographs, these all in color! Congratulations, Gary!

Be careful what you wish for, and buy

As noted in the column "starter", your columnist is selling a D&H boxcar. (See ad above.) One might wonder why a loyal D&H modeler would be selling such a hot D&H item. It's a duplicate, folks. This points out a certain danger when shopping for hobby items. Sometimes that boxcar brightly lighted on the hobby shop shelf or swap meet table just looks so good, and so right for the home road, that you just can't resist. Some time later, while admiring your latest acquisition among many others at home base, you realize that it is exactly the same car as the one beside it. You could actually have two of the same model on the layout, with the same road number. Your guest operators might not even notice. (If you believe that I have a bridge to sell you.)

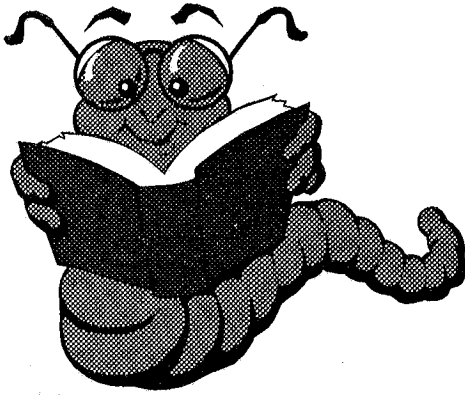
The coil cars are (almost) here

Back in the July issue, we discussed the Red Caboose 100-ton Evans coil car that was about to debut. This product is now reality, and is reviewed in the September issue of *Model Railroader*. The review is complimentary, and the photos look good. Bill, the diesel man, has two tucked away for me in the back room of his Syracuse train store. But, since I asked him to hold them until I can get over his way, I have not yet had the opportunity to fondle the model in person. Maybe our local store will have one I can sneak a peek at. Or, maybe not. Now all we need to do is get the layout running and build an industry to use coils of steel.

The bridge at Charlotte

There has been a lot of back and forth discussion in our local area about a swing bridge that was once a part of the "Hojack" line of the New York Central, then Penn Central, then Conrail, and now CSX. The line roughly paralleled the south shore of Lake Ontario from near the Niagara River on the west end to near the Oswego River on the east end. The line crossed the mouth of the Genesee River just south of where the Genesee enters Lake Ontario on

continued on page 9



Media in Review

reviews by the membership

Delaware & Hudson in Color, The D&H in the Diesel Years, by Jeremy Plant and Jeffrey Plant. Morning Sun Books, \$59.95; reviewed by **Doug Lezette**.

Ten years after Jeremy and Jeffrey Plant gave us the second volume in Morning Sun's series on the D&H, the brothers are back with Volume 3, arguably their best effort yet. "Delaware & Hudson in Color, the D&H in the Diesel Years" is loaded with photos from D&H locations which the Plants felt were under-represented in previous books. One look at Volume 3's coverage of the D&H in Canada will tell you they've succeeded.

The authors found some welcome shots of the Napierville Junction, the D&H subsidiary rarely seen in published photos. Bridge Line fans know the all-black scheme on road switchers disappeared in the 1960's...but not north of the border. Surprisingly, one of the NJ's RS2's wore that scheme until at least 1971. The black unit (without even yellow end stripes) is shown on freights with its lightning striped sister on transfer freights between Rouses Point and Montreal.

Other eye-catchers include D&H connection Lake Champlain & Moriah, featured in a nice overview of the LC&M enginehouse along the D&H at Port Henry, a local on the Ticonderoga branch, and a photo of a street-running RS3 in Waterford, which illustrates the steep grade of the connecting ramp between the street and the bridge over the Erie Canal.

Images of D&H Alcos in fresh paint are in abundance. The Greenwich and Johnsonville's RS3 is shown a few days after getting its orange garb, part of the extensive coverage along the G&J and D&H Washington Branch, where the Baldwin Sharks appear in many pictures.

Jim Shaughnessy adds his work to the mix (the book is dedicated to him) with a shot of fresh-from-Alco C628's and a reprint of his famous Richmondville Hill

shot, which graced the hardcover editions of Jim's own book.

It seems the Plants found a photo of every solid blue repaint within a few days of the unit leaving the paint shop; the dated photos will be a valuable reference to modelers wondering when the D&H went from solid blue to yellow noses to scare stripes. Even the C628's which went to Mexico are pictured in solid blue, a scheme they never wore in D&H service.

The Plants' stomping ground of Troy is represented with some great shots of the final days of D&H operations into downtown. A couple of fascinating views show a local picking its way through the weedy approach to the lift bridge which crossed the Hudson, and the same train rolling beneath one of Troy's above-the-tracks towers.

Color reproduction, which was a problem with D&H Volume 2, is excellent in this third book. Somehow the writers manage to relate the often-told history of the Delaware & Hudson in a fresh way on the first pages, and the text and captions appear to be error-free.

Jeremy and Jeffrey Plant have given us a book full of photos which for the most part, were unpublished before now. Delaware & Hudson fans will enjoy looking back at those great, pre-Guilford years of the D&H.

In the magazines (from Steve Wagner)

I neglected to note in the July issue that Railpace for June has on its back cover a fine photo by **Jim Shaughnessy** of **Scott Whitney's** favorite locomotive, Green Mountain's veteran Alco RS1 #405. Atlas shipped its HO model of this early road switcher on June 14. Modelers may note that the photo shows the bell as shiny brass, but the trucks and other parts below the frame as considerably weathered.

The September **Railfan & Railroad** has the first of a new "Rail History Site Guide" series: a four-page feature on Honesdale, Pennsylvania, by James D. Porterfield. It focuses on the first trip of the "Stourbridge Lion" on rails laid by the Delaware & Hudson Canal Company, and on relics of the D&H Gravity Railroad.

The May-June issue of **Diesel Era** has a thorough article on the locomotives of the Portland [Maine] Terminal by David Sweetland, the co-author of the original "Delaware & Hudson in Color" and many other books featuring rail-related photos. The PT bought three D&H Alco S4 switchers, and they were PT's first diesels equipped for multiple-unit operation. Two routinely powered a local freight to Cumberland. Many years later, two of the ex-D&H engines (originally the 3041 and 3047) were sold to the Bay Colony Railroad; unfortunately one has been stripped

for parts and the other scrapped. The third was sold to the Fore River Railroad in Quincy, MA.

In his "Amtrak News" column in the July Railpace, **Andy Kirk** writes that it's sad that Canadian Pacific had reduced the maximum passenger car speed on the Canadian Main Line from 70 to 60 mph, in spite of New York State's having funded track improvements that allowed most longstanding slow orders to be lifted a few months ago. He also notes that tunnel clearance projects at Fort Ticonderoga and Willsboro delayed some trains.

The same issue has a photo by **Jim Shaughnessy** of both Battenkill RS3's at the former Agway this spring, photos of ex-Red Arrow trolleys - be still, my heart! - at the trolley museums in Scranton and at Arden, PA (south of Pittsburgh), a major feature on the Ohio Central's locomotives, and a "Train Chaser Guide" to the Everett Railroad in Pennsylvania.

Andy Kirk's column in the August Railpace notes that the *Adirondack's* future is iffy, partly because New York State is behind in paying its subsidy to Amtrak and because there is no contract between the two, since the former one expired last September. Meanwhile Vermont's legislature has approved funding allowing the *Ethan Allen Express* to run to and from Rutland for another year.

Gary Schermerhorn has a 3-1/3 page article on photography at the Catskill Trestle on CSX's River Line (the former West Shore). **Jim Shaughnessy** has photos of an RS3 demonstrating that the Battenkill Railroad can still reach the Hudson River (and therefore transport sludge, and of GP40-2 #307 being lettered for its new owner, the Vermont Railway.

The Fall issue of **Classic Trains** has an extraordinary photo of the *Laurentian* running along the "red rocks area" taken by **Jim Shaughnessy** from somewhere far above the PA locomotive. Jim, where were you when you took that shot?

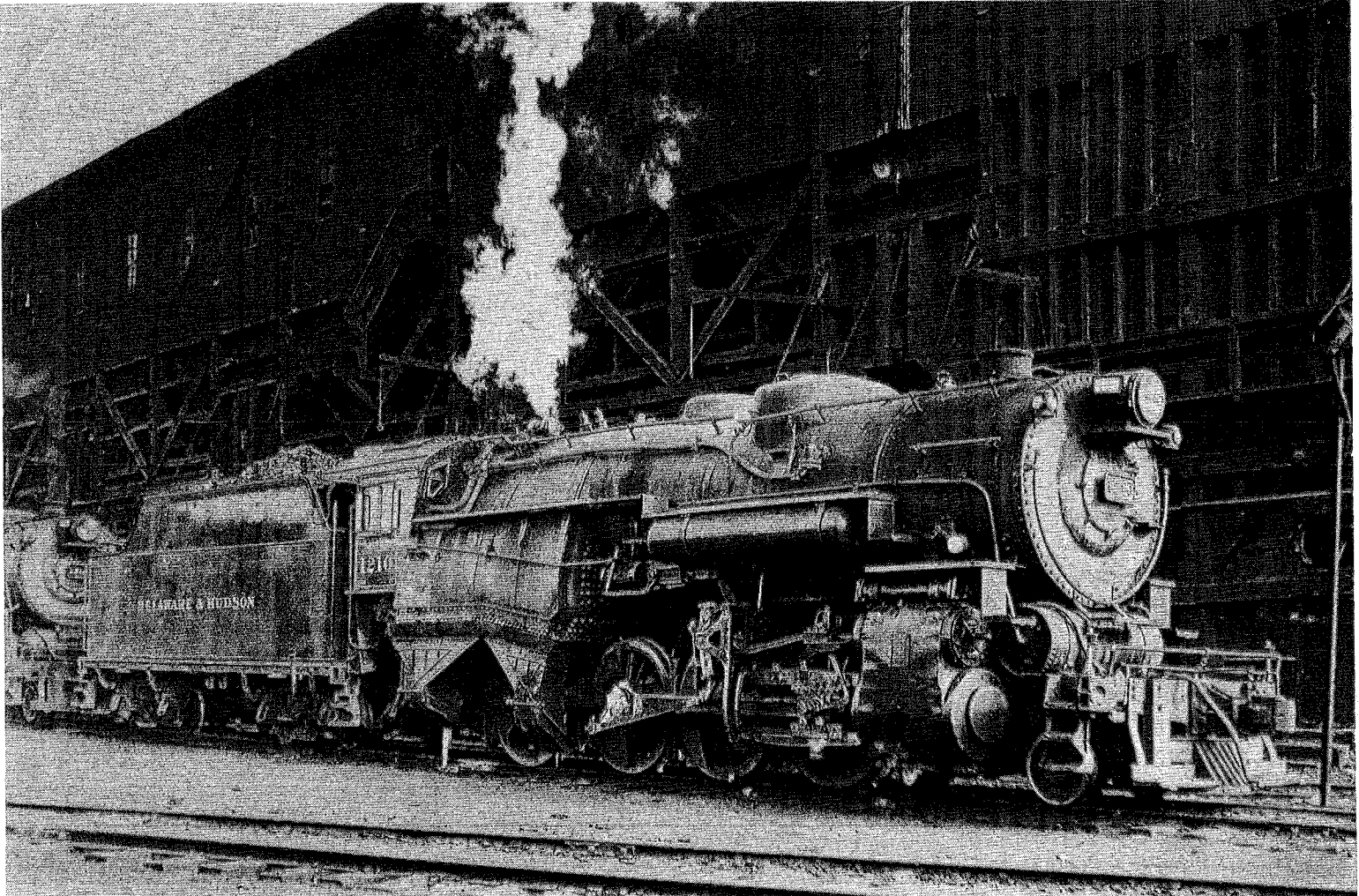
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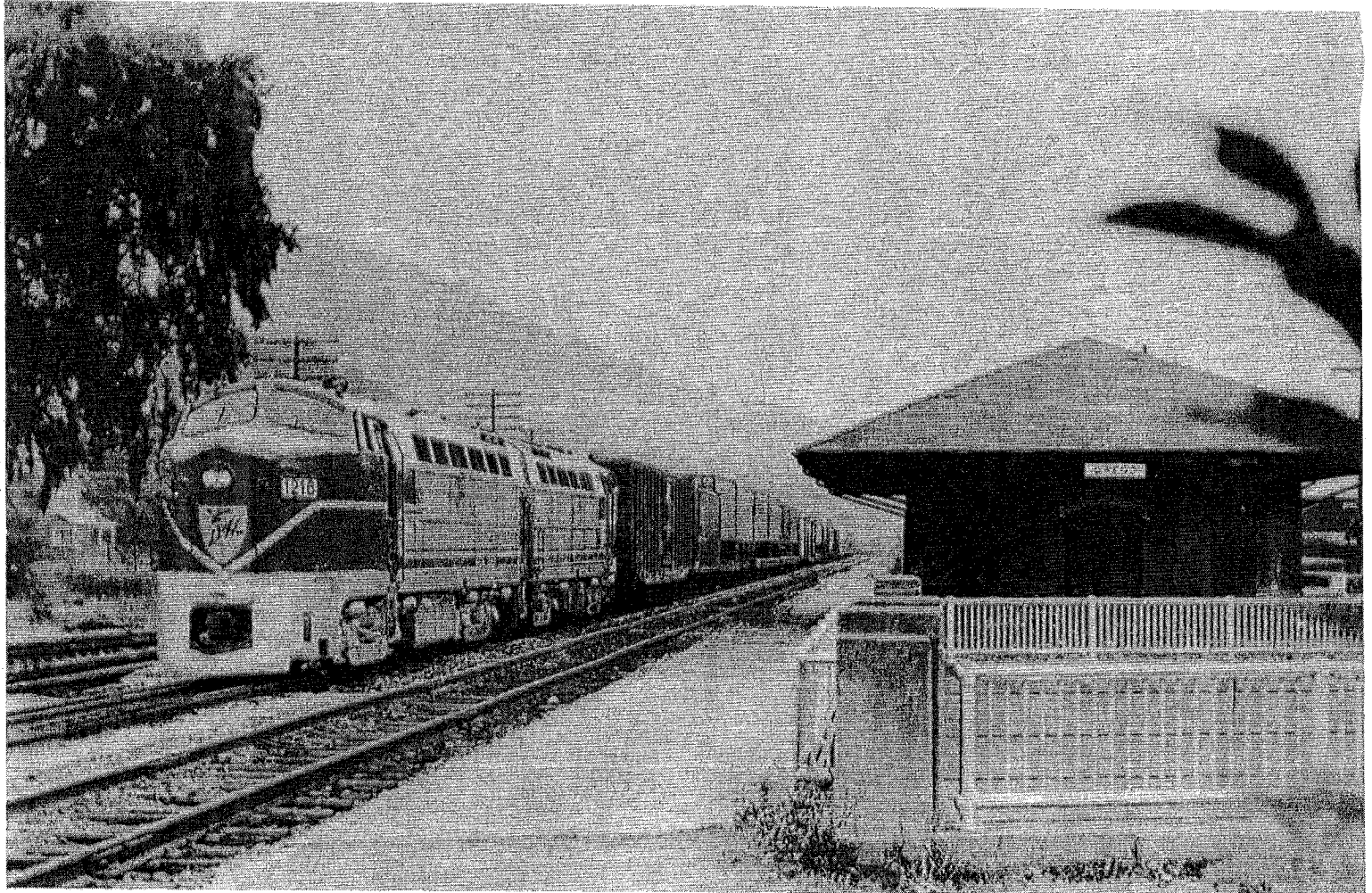
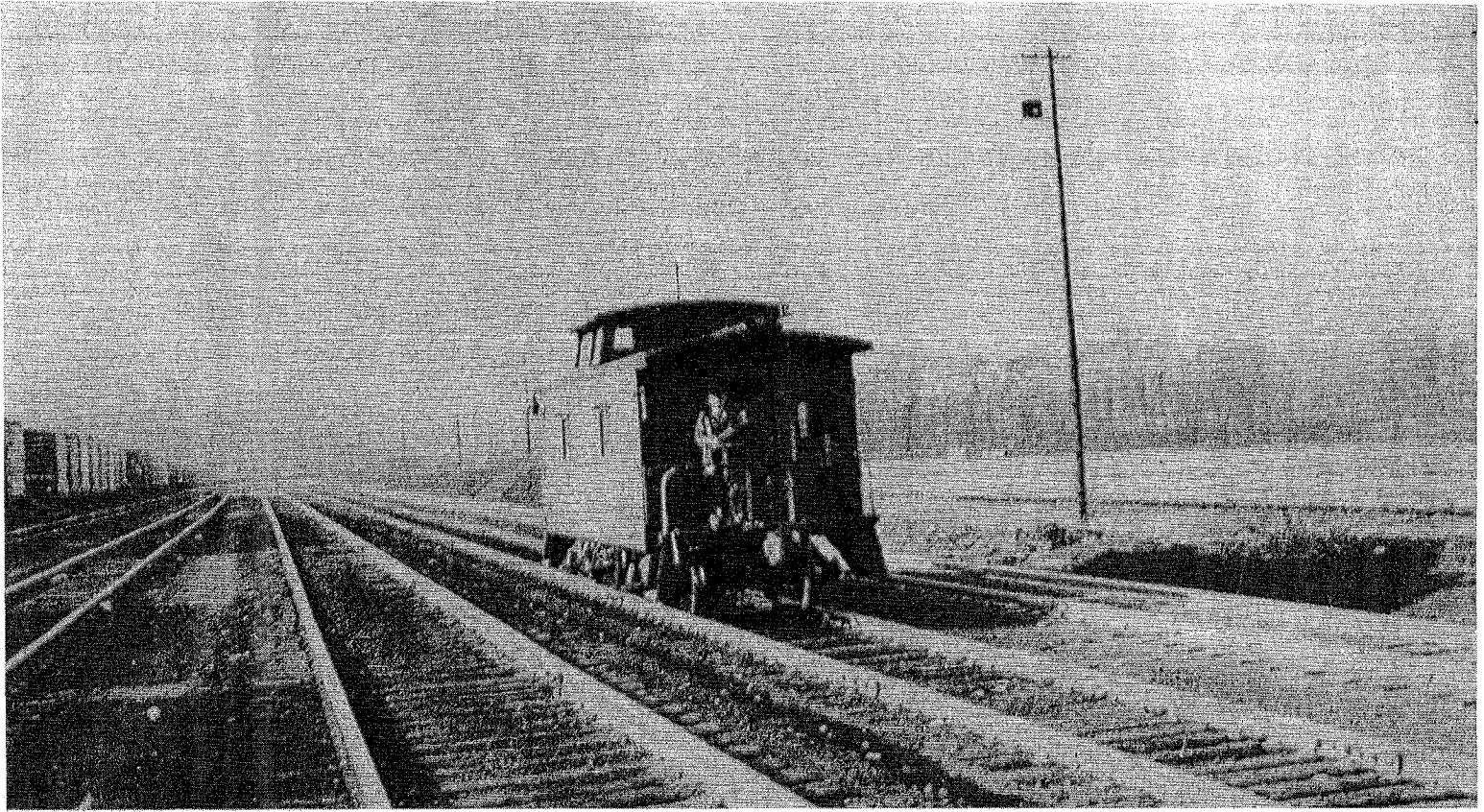


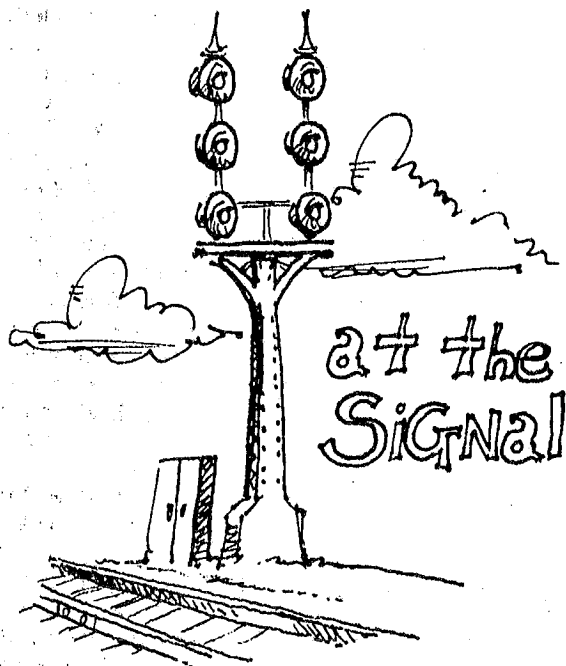
Photos on page 11:

Top: Three D&H RS2's work a yard in the shadow of their predecessor's coaling tower. Undated photo from the collection of **Scott Whitney**.

Bottom: A "beefy Consolidation", as defined by D&H engine 1210, sits at the coaling facility in Carbondale, PA. From the look of the icicles on the ash pans, it must have been a cold day. Undated, from Trackside Photos, collection of **Jim Bachorz**.







by Gary R. Schermerhorn

From the horse's mouth

It's been a month or so since the official June 30 announcement between NS and CP was posted. As things continue to progress, there will no doubt be some debate among trackside observers and internet chat groups about the yea and nay factors of this "restructuring" of the current CP/D&H system. But right now, it looks like mostly positive news for our beloved D&H and its dedicated employees.

The big headlines of this latest agreement is that NS gains new trackage rights north of Saratoga to Rouses Point, potentially to tap into the CN Maritimes/Quebec traffic, and possibly adding two trains (with additional crew pools), with a north/south train 30T/31T turn.

The trackage rights employed by CP west of Binghamton to Buffalo on the Tier will now be apparently handled exclusively by NS (I assume meaning NS crews now on those once-CP symbolled trains traversing the trackage). The NS will also take over SK Yard in Buffalo from CP; CP will lose 29 employee positions in the process.

Photos on page 12.

Top: A D&H caboose (at least, we think it's D&H) coasts through a yard, with a crewman handling the braking duties. We think it's Mechanicville; any guesses? Undated photo from the collection of Scott Whitney.

Bottom: The Baldwin-built "sharks" lead a D&H hotshot through Owego, NY. Maintenance woes would soon relegate the duo to less important duties. Undated photo from the collection of Jim Bachorz.

CP, however will assume total operation (NS and CP) in Binghamton itself; all NS locals will be controlled by CP, and all switching will be done by CP as well.

Most bizarre and interesting is the new crew base of operations in Elkhart, IN and a more streamlined routing to Chicago and Detroit. CP will get a new connection from Butler and Elkhart, bypassing the slower and less competitive CSX routing currently being used.

As of press time, it's still a bit premature to say if this new restructuring will be a long term answer to the D&H's prayers for a totally bright future. NS Chairman Goode and CP's Rob Ritchie seem to think this new consolidation of the two railroads will mean cost savings and higher revenues and traffic volumes for the D&H. I have to say that personally it could be a good

thing to generate more business, by looking hard into faster ways to move traffic and better ways to route it, and increasing market share by joining forces in the process. CP has already begun to put more money into the north end of the D&H, but time will tell.

As for NS buying the entire D&H system in time, that probably depends largely on how well this new operating plan goes, and if CP Rail would rather relinquish its subsidiary if profits begin to rise under these latest refined haulage agreements.

For the trackside photographers like myself, this restructuring could put some more traffic on the Binghamton to Rouses Point trunk line of the D&H, especially if the new NS trains 30T/31T happen to run on a daylight-friendly schedule. Let me dare envision a colorful stack train of maritime containers pulled by a matched set of three red and black CN SD75I's (or NS dash 9 "skulls", I suppose) curving southbound past the "red rocks" along Willsboro Bay on a clear September morning. Obviously such sugar plum visions are premature at this stage.

On the NS/CP issue of taking over the Buffalo region while relinquishing the Binghamton region, I'll let much more qualified folks argue the possible consequences or attributes.

All of this, of course, is pending STB approval (probably by the end of the year), and more than likely subject to further refinement and tweaking. As always, stay tuned for new developments of the fascinating and ever-changing history of the oldest continuously running transportation

company in America. It seems this historic railroad has its nine lives and then some!

The torch comes to town

Sunday, June 27 dawned absolutely gorgeous. It was almost fall-like, the air cool and crisp, and the early morning sky cloudless. I was awakened at a very early hour by, of all things, the sound of EMD's throttling up the hill behind my home. It is something not all that odd at such an early hour, since EMD's are a common sound on the early morning freights on the Hudson Line. But this wasn't on the Hudson Line, but the hill itself. The local was coming up the branch line (Upper Hudson Industrial Track) at 6:30 a.m. on a Sunday! The local, CSXT B957, never runs on Sundays. Well, almost never.

By the time I got up, dressed, shaved, and got outside, the local (apparently just a light power set) had descended the grade again, some 40 minutes after it ascended the hill into town. When I got down to the Hudson train station, my scanner on, I quickly figured out the mystery move. The "local" I had heard earlier was actually the power set from a Hudson Line road freight, CSX Q430-27. This train is the former Conrail OPSE job, and is now CSX Q430/Q431, the Oak Point Yard (Bronx) to Selkirk Yard turns that commonly run nocturnally over the Hudson Line.

I could see the freight's leader was the 8833, freshly outshopped and practically gleaming like a new car in the morning sun, as the crew reversed back to its train on the main (#2) track at CP 114. Trailing the 8833-8836 were CSXT GP40-2 6243 and "baby boat" B36-7 5837. The crew apparently was ordered to park the train in Hudson and go up the branch to snatch the 6243-5837 off the mill spur at the plant in Greenport (used on yesterday's B957 job), and bring them back to Selkirk. This made sense, as CSXT in NY State has been battling an ongoing chronic power shortage all year. As a result, I was able to get a very rare early morning shot of the Q430 when it departed north for Selkirk out of CP 114 through Hudson, with a long train of green garbage containers loaded with NYC trash. Thanks for those long days of summer!

But the magic dice of this Sunday still were hot. Across the Hudson, a drama had unfolded unbeknownst to me, when a drowsy engineer (unconfirmed) aboard a CSX northbound Q159-27 container/stack train rear-ended a slowed or stopped northbound CSX L161 intermodal, just a hair north of the CP 102 interlocking (at the Ulster and Greene county line near Smith's Landing). The resulting "hard coupling" catapulted a fully-loaded flatcar on the rear of L161 (complete with two 45-foot trailers) into adjacent Route 9W, "sardine

canning" another trailer. Fortunately, the wreck occurred at restricted speed, and at the wee hour of 4:47 a.m., when vehicle traffic on Route 9W was next to nil.

The Q159's power, CSX SD40-2 8315 and former Conrail 7376, suffered only minor damage (with the 8315's pilot crunched pretty well), and the crew apparently was not hurt. The wreck occurred in a well-documented trouble spot for the railroad; it has been a problem ever since the controlled siding between CP 106 (Alsen) and CP 104 was extended two miles to CP 102, in Smith's Landing, four years ago.

But the point of this little tale is that this very accident stopped two intermodal southbounds in their tracks (one in Catskill near the MP 108.1 detector, the other at Coxsackie, near CP 118).

Why was this so special? Earlier on the internet, some Yahoo chat groups had been reporting a "one in a million" sighting in the East; UP's "Olympic Torch Relay" paint-schemed SD70M 2001 was coming to town. This attractive blue unit is only one of two units (the other being the 2002) painted in this special commemorative scheme, and they are rarely ever seen east of Ohio. The chronically-short Chessie had UP 2001, along with UP "flagship" SD70M 4919, as sole power on intermodal CSXT L160 on this day, and it was one of the southbound trains trapped by the incident.

The 2001 led the L160 after its crew change in Selkirk, and was to run down the West Shore River Line to North Bergen, NJ. Unfortunately, the L160 arrived in NY State around dusk on Saturday and into Selkirk Yard around 3:20 a.m. Sunday morning. A crew change at CP SK normally takes around 40 minutes if the crew is available and the power pre-inspected (which it was).

When I checked the Internet posts Sunday morning after being awakened by the EMD din on the hill in Hudson, it was doubtful I would see this unit in early sun. More than likely it would be skirting the rocky shores of Iona Island at dawn. Tough break for north-enders of the River Line. But the dice I talked about were still hot, and fate - that monster that can make or break you in this hobby - stepped in. The second CSX southbound train to be stopped in its tracks by the rear end crash near Alsen was none other than, as I found out, L160-26!

Upon my late morning arrival at Stacey Road in Coxsackie, just north of CP 118 and within walking distance of my day job at the bunker, the L160 was parked right at the crossing, and the lead Olympic-schemed UP SD70M #2001 was sparkling in the sun!

The unit was practically posed, and many scanner and e-mail aware photographers, most armed with high-end digital cameras, wasted little time swarming this train. Beautiful images of the "Olympic" unit popped up on the on-line sites all across the country later that day. Ah, the magic of modern high tech railfanning!

Digital/cellular raifanning

Modern high tech railroading came into play on July 10, during a visit to Binghamton. A cell phone call to a friend revealed the startling news that he was piloting a CSX detour train into town on NYS&W's Syracuse Main. At the time, the River Line was having its summer trackwork blitz (it lasted most of the month), so NYS&W was detouring a few "haulage" moves for CSX, mainly the eastbound Q156 stack train and the westbound freight Q271. The problem was that the NYS&W was short on available crews for this added traffic, and many of the trains could be found parked on the Delaware Division until a new "dog catch" crew could be found. Anyone knows that the scenic delights of the former Erie Delaware Division between roughly Great Bend and Narrowsburg are both a photographer's dream and a nightmare; it's a dream if you get that once in a blue moon freight in the right lighting going the right direction, and a nightmare when you don't (which is 90% of the time).

Anyway, two friends were piloting today's Q156 into Binghamton with CSX 7707-8753 with a tiny 5300-foot train. They would bring the train to Susquehanna near the shadow of the famous Starrucca Viaduct near Lanesboro PA (no doubt to the chagrin of any waiting photographers below those famous stone arches). A taxi would bring this crew down Route 17 some 50 miles to near Narrowsburg, NY; where a huge 147-car Q404 was waiting for them to go north under Susquehanna symbol BHX. Unfortunately, faulty red signals were waiting for them on the fickle Delaware Division (Tier); they outlaved at Hancock due to 10 mph restrictions.

This would be an incredible chase for an afternoon freight heading northwest. Still, a cell phone call paid off big time in a rare shot at Basket, NY.

DNC special

Another example of modern railfanning was recently when a NS office car special ran, led by SD70M 2616, bound for Boston and the Democratic National Convention. Running on CSX trackage, it appeared on the NY State railfan radar. Immediately, postings about this move began to pop up on some web sites.

Like magic, railfans armed with personal digital assistants (PDA's, such as

Palm Pilots, messaging/photo cell phones, digital cameras, and scanners) began to race in their SUV's from all points of the compass towards Selkirk Yard on the grey muggy Sunday of July 18. Yours truly was one of the ones who saw the postings and jetted to the circus. Some fans phoned other fans to home in on strategic photo locations as the train progressed east on the Chicago Line, running CSX symbol P958-18. If there was a delay, cell phone and PDA-equipped fans would hear the chorus of cell phone musical rings and answer for the latest update from their friends hunkered down 20 miles west. It was sort of like a military operation; no more waiting blind at a location until infinity.

Today's railfans are well armed with high tech instant gratification toys, and the guesswork of where a train will be and when is all but eliminated (if your sources are good). For me it was a welcome chance to catch a NS-schemed EMD leading a passenger extra on the B&A in daylight, something rarely seen on CSX in NY State. The dreary afternoon clouds may have been a drag for the slide shooters, but more than 70% of this young crowd of chasers are now digitally equipped. In this modern chase forum, the special moves and run-through lashups are usually the golden eggs of opportunity, more than the shot location itself.

Incredibly, by the time I got home in Hudson and on-line with my iMac, there were already a few postings of photos of the P958-18 in action on the Chicago Line. Some were pretty darn good, too. Welcome to the modern age of the digital cowboy (and gal) railfans. While the mystery has almost vanished from the hobby, the excitement of the hunt still remains in these fast paced, commercialized times.

Enjoy the rest of your summer. Those earlier nightfalls are creeping back.

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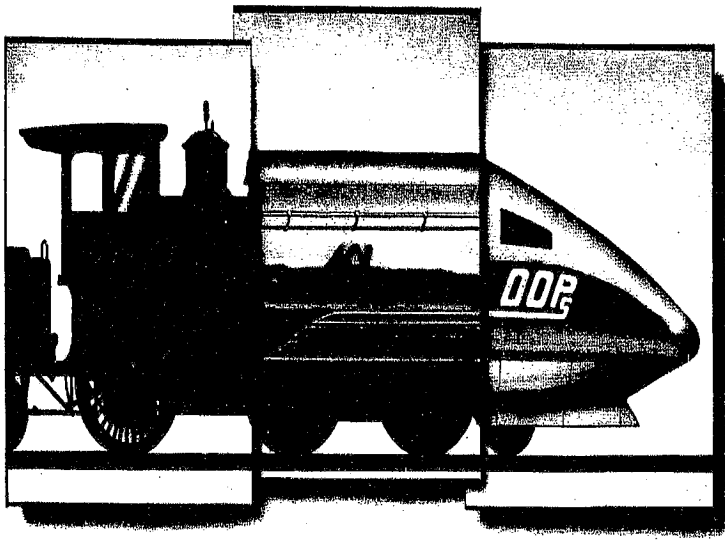
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Railroad Tech

by *Frank Peragine*

Rocking, rolling, and hunting

In addition to trucks, couplers, a frame, brakes, and a car body, freight cars have some important features to help them stay on the track, and at the same time help prevent damage to the track and to themselves.

If you look at the underside of a car frame, you will find a pin sticking out from the center plate of the body bolster. This pin fits into a hole on the truck bolster. Gravity does the rest to hold the car body on the trucks. There is no big plastic retainer, wood screw, or machine screw to do the job. The pin technique works well and has been around for years. It is easy to maintain and makes it simple to re-truck a car without fancy equipment and minimal labor. One man and two jacks are all that is needed to change out a truck.

The problem with this system is that out on the road, given the right circumstances, the car body can rock, and if the rocking is severe enough, the body can fall off; it's called a rollover.

As a car rolls along, many small track irregularities are damped out by the truck springs. When we watch at trackside, we don't see much happening. When the car starts to rock badly, say on jointed rail with low joints, there is a danger of a rollover or a derailment. I believe the PennCentral lost a car this way once; the car rolled over, the trucks went flying, and the remaining cars in the train on either side of the doomed car re-coupled. The crew walking the train to find the cause of the emergency brake application saw nothing except a parted brake hose. After someone noticed there was a missing car, the search party that was sent out found it down a ravine.

Don't blame the Penn Central, however: many railroaders and suppliers found out the hard way that some modern freight

cars of the 1960's era rocked badly, since their truck spacing was dangerously close to the 39-foot distance between rail joints, and their center of gravity was too high. And in the 1960's and 70's, there was a lot of bad track out there.

Some early 100-ton covered hoppers were especially susceptible to rocking, and employee timetables gave explicit instructions to help prevent it by avoiding certain speed ranges. De-

sign your car incorrectly and a resonant structure is set up, and the rocking just keeps building up and up under the right conditions - like the periodic rail joints occurring at just the right rate. And, of course, even if there is no rollover, excessive rocking, especially of loaded cars, can cause all sorts of damage to the track, the trucks, and the car body.

Side bearings

Side bearings are used to prevent excessive car body rocking. Early on, friction plates were attached to the car's body bolster and the truck bolster on each side of the center pin, in order to minimize the amount of rocking. More often today, a roller arrangement is used to prevent rocking, and at the same time, allow the truck to swivel freely. With an unloaded car rolling on smooth track, these side bearings, as they are called, may not contact each other, but if constant contact is desired, a spring arrangement can be used.

Sometimes, manufacturers simulate side bearings on truck or body bolsters of our model cars. On the prototype, you choose which type of bearing to use based on the size and weight of the car and the type of service it's in.

Hunting for resistance

It has been learned, however, that side bearings also have the positive feature of allowing truck swiveling resistance to be controlled. You certainly don't want the resistance to be too high, as might be the case with the simple friction plates, but it turns out that you do want some resistance. This brings up the subject of hunting.

My 1970 *Car and Locomotive Cyclopedia* doesn't even mention this word in its glossary or advertising. Hunting is a fairly new word in the railroading vocabulary, that is used to describe the behavior of

trains operating on continuously welded rail track. This behavior was not understood at first. Railroads expected much reduced flange and track wear when they put in welded rail, because many small track imperfections, as well as the periodically spaced rail joints, were eliminated. But even a unit coal train with spanking new cars, all identical and weighing the same, running at constant speed on tangent welded rail, it was found, was susceptible to hunting, and the resulting flange and rail wear.

As an example of how hunting occurs, suppose a train leaves a curve and enters a long tangent track. The locomotives and train bounce off the outer rail and then the inner rail, sort of oscillating down the right of way, bouncing from one rail to the other. Something like a big worm wiggling along the tracks. Because steel wheels on steel rails are so friction free, any oscillation that starts up takes a long time to dampen out.

Going back to fundamentals, remember that tie plates tilt the rails slightly inward, and wheel treads have a little slope on them, so that cars and locomotives tend to sit in a little valley as they roll, with some side motion possible because of tolerances on track gauge and wheels. The idea is that with the car centered in the valley, there is no contact between the railheads and the flanges, and therefore no wear. Small perturbations from this stable, center point will automatically self-correct.

Severe hunting, however, causes the wheels to try to climb the walls. The wheels get shifted off center by some disturbance, and they oscillate from rail to rail, again because of the low friction, as they try to correct towards that stable center position. With loaded, or even unloaded, 100-plus ton cars moving at high speed, flanges and railheads begin to wear. In high-speed passenger service you may not have the weight, but you do have the speed to contend with.

So, even though you are making use of the best technology and resources at your disposal - you put in welded rail with concrete ties and use the best laser alignment techniques, allowing your trains to operate at the highest possible speed - you may still be ripping your railroad to pieces each time you run a train. I think I read once that hunting has been compared to gout, known for a long time to the medical people as a rich man's disease; years ago, the wealthy were the only ones who could afford the rich food that led to the condition.

This whole issue of studying what happens to a train in motion and its interaction with the track structure is called, appropriately, train-track dynamics. TTD is an active field of study by the railroads, orga-

nizations like the AAR, government agencies, academics, and industry suppliers. I gather that progress has been made over the years in understanding the phenomenon of hunting, and today railroads have lots of technology available to them to keep this and other types of operational nastiness under control.

Constant contact side bearings

Railway Age talked about Constant Contact Side Bearings (CCSBs) in its June 2004 issue. The worry is that heavier cars and trains moving at faster speeds will cause all of these effects to become worse, so the AAR has mandated that CCSBs must go into all new freight cars beginning in 2002. The constant contact part means that the bearing is always functional, whether the car is loaded or not, and whether it's rocking or not. CCSBs have the correct amount of horizontal friction that enables them to help damp out hunting and yet be able to also damp out vertical rocking type vibration. Think of something like a rubber eraser that has give in several directions; it acts like a well-damped spring for the vertical, rocking motions, but acts like a frictional bearing for swivel type truck motion.

Stucki, a Pittsburgh-based supplier that is a major presence in the side bearing business, has CCSBs that look like a cup with an eraser in it, the cup presumably providing some protection and support for the dampening elastomeric material. Other suppliers are looking at solutions using springs, and all are interested in marketing upgrade kits for existing cars. If it's easy to retrofit a car, it's a good investment for the car owners; there are a lot of hundred ton coal gondolas and covered hoppers out there.

Bi-Directional DCC

At July's NMRA Convention in Seattle, I learned that DCC has finally arrived in the model railroad hobby. I know DCC has been around for ten years, but it finally sunk in that it's here to stay and it's a major force in the hobby – it's not a novelty anymore. Most modelers I spoke with were well versed in the technology, and many who have not converted are seriously thinking about doing so. Many people who have converted seem to find their own niche; if they don't like installing decoders, they find someone who will do it for them. Some guys want to do it all themselves. Some dive right in and rewire their layouts, while others do the minimum to get trains running. Many resources are out there to gain knowledge, share experiences, and solve problems. The common denominator is that everyone thoroughly enjoys running trains with DCC, and no one ever even thinks of going back.

On my layout, I find that I can have more trains out on the line (which makes for more operating fun), since nearly all control is centered on the radio hand-held controllers. And, you don't have to be constantly fiddling with block toggles. The additional trains have revealed deficiencies in my layout design; for instance, I find that the yards and sidings get plugged rather easily. This is forcing me back to the drawing board, looking for ways to improve track arrangements. It never ends; what a business...er, hobby!

BiDCC

As with most computer-based things – hardware, firmware, software, whatever – the next thing modelers can expect to see on the DCC front is, well, you've got it, change. But don't panic. The NMRA is currently working on what is called Bi-Directional DCC (in this column I am going to abbreviate this as BiDCC – I'm already tired of typing the whole thing out).

Current DCC systems, you see, are pretty much a one-way affair. The command station sends packets out to your train, the on-board decoder reads them, and the train follows the commands: change the speed or direction, turn on the headlight, and so on. Period. BiDCC would allow trains to signal back to the controller. Imagine your train is starting to climb a grade. The train could sense this by measuring motor current and you, as locomotive engineer, would have to work the throttle in a more prototypical way to get the train up the grade. Your controller could easily include a speedometer feature. Or, your locomotive could automatically stop in front of a red signal, or a turnout thrown against it, and this could be signaled to you, as sort of a cab signal feature.

CTC systems were of great interest at the convention, and BiDCC may be the straightforward way to implement such a system, as there is less wiring and a straightforward computer display. As a safety item, your locomotives could even signal motor or decoder temperature back to you, for example. And, a nice feature, you could read back the parameters stored in your decoders. Command stations and controllers would have to get smarter to process and display the incoming data and perhaps the PC will begin to play a bigger part in layout operations.

In current DCC systems, you can get some of these features in a roundabout way. For example, Digitrax has a stationary decoder, which can be used to throw turnouts at an interlocking using your handheld controller. Neat. To get information back to you, say, confirming that the switch was thrown, or that the signal block beyond is clear, Digitrax has the

decoder send information back to the command station on its LocoNet bus. No problem, except that this information can't be displayed on your hand held controller. To see it, you have to pull the LocoNet data into your PC and display it there.

A way to do this is with PanelPro, part of the DecoderPro software package being developed by the JMRI User's Group. Products from WinLok and KAM Industries may also provide a solution. PanelPro allows you to build a track diagram, turnout controls, and indicators on your monitor, just as you would with the usual hardware – toggle switches, wire, and so on. DecoderPro, you'll remember, is a free download off the web.

In the case of BiDCC, the favored technique for reverse communication is similar to what Digitrax seems to have come up with for its transponding system: the interval just after the receipt of a packet can be used by the locomotive (or whatever) to send the reverse data, before a new packet comes in. Further improvements by the NMRA team have resulted in the ability to send more information back; the NMRA BiDCC proposal has more bandwidth than Digitrax's system. This is good; who knows what applications the future will bring? The NMRA BiDCC recommended practice calls for momentarily interrupting (about 400 microseconds) the command station power to the track. The BiDCC equipped decoder then puts a short across the rails, and sends out the reverse data at high speed, with a capacitor in the decoder supplying the energy to do this during the short power interruption. The command station senses the modulated track current to detect the reverse BiDCC data.

Adding the reverse channel reminded me of the way broadcast television evolved years ago. First there was only black and white TV, but it was felt that color was an obvious next step. The trick was to come up with a robust, compatible solution, which would take time and work to get right. The television people, however, didn't wait to perfect color before they started selling TV sets; they introduced black and white, people discovered that they liked it very, very much, prices came down, and the rest is history. A lot like DCC.

One interesting thing about BiDCC is the dialog it is creating in the hobby among modelers, the NMRA, the industry media, and the manufacturers. Model railroading has never been a high-profit business, so when a manufacturer develops and maybe even patents something new, he wants to see it carried through to the market so he can get a return for his efforts. Working with the NMRA, vendors may be forced to go along with the rest of the industry and possibly change their product to conform to

a standard. In the large, multi-vendor environment of today's model railroad industry, compromise and flexibility are important. The DCC side of the model railroad industry is by no means a cottage industry anymore. Incidentally, Lenz promises its BiDCC solution, which it calls RailCom, in September of this year. Backwards compatibility with existing DCC systems, at least Lenz's, will be a feature. You will need new decoders and you will hang a box on the output of your command station.

So how does all this impact your conversion to DCC now? Well, it doesn't. It's like saying you won't buy a PC or digital camera now, you'll wait a few years until they perfect it, or the price will come down. You've heard, and perhaps have even used, all these excuses. Most people will probably want to just run trains with the least amount of hassle. Others (like the fellows designing all those large multi-level N Scale layouts I heard about at the convention) may want to (and have to) go the full CTC route. But many vendors will want to supply just a simple DCC starter set for the beginners in the hobby. If you want the operational embellishments offered by BiDCC, you will have to change decoders in the locos of interest (yet another reason to use pluggable decoders) and maybe invest in a new or upgraded command station and controller. But today, many modelers, not willing to pass up neat prototypical features, are having little problem upgrading to sound in their favorite locomotives.

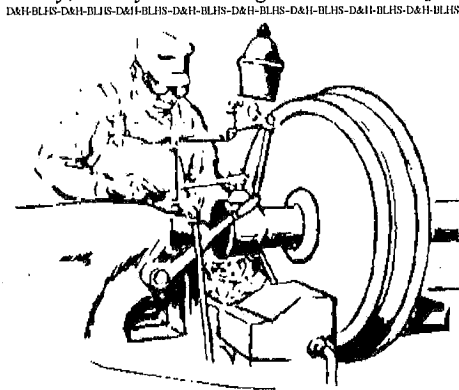
I'll bet a lot of features will use a PC as a display device, be it for a CTC panel or locomotive control stand. Maybe the handheld controller of the future will be a handheld PC, not unlike a PDA. Or, maybe it will be a PDA - the PDA is also a neat place to store schedules, track diagrams, switch lists, track warrants, and what have you.

The bottom line is that DCC is here to stay and in the future will be able to offer a dizzying array of features to make the hobby more fun, and especially the part that most people like: running trains. With a good collection of manufacturers, the NMRA, and lots of enthusiastic software writers and hardware developers out there, many of whom are also modelers and operators, some great things will be coming along. Let's hope good, environmentally friendly locomotive smoke and steam effects will be included! Holograms, anyone? Smoketraxx?

[Frank, when you started mentioning BiDCC, I immediately thought that one of the big advantages/features would be dynamic braking (of a type) and motor feedback. For dynamic braking, the back EMF infor-

mation from the can motors could be sent back to the controller/PC using BiDCC, and the operator could make dynamic braking adjustments in addition to throttle settings, etc. Now, tie that to the computer display, and add signal indications, ammeters, a simulated brake pipe pressure, etc., all with their readouts. Pretty soon, you have a basis for building a prototype-like engineer's console, but for a model train that acts like a real train. It's a locomotive simulator, you say? But, you're not simulating...you're running a real piece of equipment, and reacting to it. It's a universe in miniature.

Now, add interactive overlays that simulate hills, grades, crossings, etc., say, adding auto-scaling photos (on screen) of maybe the Red Rocks area along Lake Champlain, Cajon Pass, Crawford Hill, Marias Pass, etc. and the possibilities get really, really interesting. Hmmm...JB]



Mail Car from page 4

The car could have shuttled passengers anywhere among Binghamton, Wilkes-Barre, Pa., Albany and Montreal. Cowering in the shadows of steel-sided monsters - cars that stand high and bold - and a menacing wedge of a snowplow engine, it might be hard to see the shabby shingle-sided car, gutted of its interior, as elegant. But Rigby does.

Pointing at screen vents, called the clerestory, that run just below the roof line, Rigby said they were paneled in amber glass with brass hardware. "The windows would swing down to vent the car", he said. "Even the screens aren't woven. They're solid brass sheets with tiny holes in them."

It's this kind of detail that concerns him. He spoke of Corinthian capitals of intricately carved wood that crowned the posts between the windows, of brass kerosene chandeliers and the plush red seats that used to outfit the inside. "The craftsmanship was amazing. People did these by hand", he said, pointing to a capital, "and we'll have them done by machine."

He said a similar car was recently restored in Wisconsin. "It cost \$350,000,

but for them, price was no object", he said. "I hope to keep this to \$60,000 to \$75,000." That's only possible because he plans to do much of the work himself, and that includes research. "We don't know a whole lot about it, but we do have its number - 294", he said. "We'll put a tarp over it and spend this winter researching it."

Schenevus resident Minnie Beams said she remembered the day the car landed in Maryland, circa 1935. "I was walking to school with another girl and we came up over a knoll and there it was", she said. As it was unlocked, the two checked it out and admired the plush seats and gold-colored bathroom fixtures. "I was maybe 8, 9 or 10", Beams said. "We got scolded at school for being late, but there wasn't much exciting in a small town in the 1930's." She said the stationmaster in Maryland bought the car and turned it into a barbershop. "I can't come up with his name, but I would say he ran (the shop) not more than two years", Beams said.

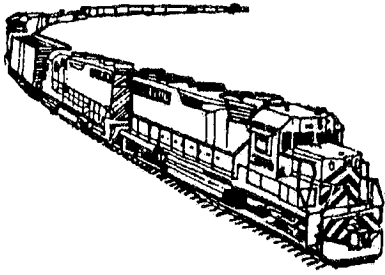
The car was rented for decades as a three-room house, and Beams' own parents lived in it for two years in the early 1950s. "Sometime in the '50s, Doug Spencer, who owned the farm across the street, tried to make it look more like a house than a railroad car", she said. That's when the 15 arched windows that lined each side were replaced with solid walls and shingle-slab siding. "It was a landmark", she said, "but after many years of neglect it was hauled away, once again to become a railroad coach."

In 1991, John and Wanda Staats bought the property the car sat on and lived in it three years while he remodeled and enlarged a house. "It was somewhat like a novelty, kind of small but not too bad", he said. "We lived there with two dogs and a cat. When the house was done, I used it as a shop and for storage." Although the Staats donated the car to the society last year, its life had almost ended there. "I got ahold of them and asked if they wanted it. Otherwise I was just going to knock it down and burn it", he said. "It was getting pretty ratty."

Now the little wood-framed car that's outlived all its makers has another shot. Rigby said that's thanks to the Staats, Tom Gott, who donated his time and trailer to move it, and to the railway society. "The hope is to get this restored and have it in part-time use", Rigby said.

He asked that anyone with restoration information or history about the car to contact the society through its web site, lhrs.com, or by mail at P.O. Box 681, Oneonta, NY 13820.

From the Oneonta Daily Star of July 29, 2004.



Local Wayfreight

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

Albany Amtrak station

I finally followed the maze of signage into the bowels of the new Albany Amtrak station on August 5, where I picked up a friend of Cindy's, who came to visit us for a week. (This woman has led an adventurous missionary life, and I cannot wait to ship this column off to the Bat Cave so I can hear her stories of exotic places, such as the Sudan.)

There was an obvious security officer at the door to greet us coming into the station, which is indeed a bright and beautiful structure. Picking up and dropping off passengers is free, but day and longer parking is at a price that I find totally unacceptable. Prices vary depending upon which of the three parking lots one chooses; a 5-day will cost between \$15 and \$30, which is simply outrageous. I will do everything possible to avoid arriving or departing from Albany due to this financial insult.

Woe is me

Upon arrival home from my extended vacation (more to follow), I was immediately greeted with a broken dishwasher and it went downhill rapidly from there, descending into the bowels of my septic system, which, when uncovered, exposed the sins of the builder and building inspector from 25 years ago. I hired an engineer to assess the situation, and his stunning remarks were that the system is illegally installed due to numerous wildly flagrant code violations. I won't sicken you with details but I am literally up the crick and the paddle is going to be on my rear end, right about where the now deflated wallet sits.

The gremlins were in attack mode. Somehow, during my lengthy disappearance from my kennel, the gates of Hell were opened and the banshees let loose on my doghouse. Even the roof began leaking; I've put in five days of labor and I'm still not finished. And of course there is the usual computer trouble, this time being caused by a conflict between a remnant of an old antivirus program and the new antivirus system that J.B. installed at my

request just prior to his 2004 Unconvention trip (which still hasn't happened, but that's another story). The list goes on, and I am somewhat overwhelmed. Duty calls, however, and I know that my liberal readers need someone to hate and tag, I'm it.

D&H 7303

Arnold Mooney reported that he had heard D&H 7303 was spotted going west-bound through northern Ontario on July 31. Initially, it was thought that the engine was going to Calgary for paint, but more recent information has the engine possibly in need of an alternator bearing. It seems that if that item were the only problem, the work could be done closer to home rails, so I suspect there is more to the trip than just a bearing.

Stay off the tracks

Most of us know that we cannot be run over by a train if we stay off the tracks, although I have seen more than one who should know better, walking in the gauge for convenience sake.

On July 29 at 6:30 pm, a man was struck by a slow-moving CP Rail freight near Remsen Street in Cohoes, NY. The local was trundling along at 17 mph and went into emergency with horns blasting when the man was spotted, but to no avail. It could be that the man was either having emotional problems or was not in a reasoning frame of mind. Apparently, he either didn't care if he was run over, wanted to commit suicide, or was senseless. As usual, there was no follow-up in the news that I was aware of, but apparently the man was alive when brought to the Albany Medical Center.

Ohio Central System 3247

Several months ago I reported that I had spotted OCS 3247 headed east on a Guilford train, and that the engine had been purchased by Boston's MBTA. The engine sat in Somerville, MA yard until the MBTA decided to send it up to Guilford's Waterville Shop for its 2-year tests, some needed work and a paint job. The unit departed for Lowell, MA on the LOSA/SALO turn in the early hours of August 5. I expect it will be brought to Portland soon and then on to Waterville, ME.

Derailed Metro-North

An aerial view of Saratoga Yard on Monday, July 19, would have revealed a dark and dirty little secret. I found out that the afternoon yard job was shoving 59 cars onto the running track off the yard lead, and put four Metro-North commuter cars with two flat car spacers on the ground, and apparently messed up the cars very badly. R.J. Corman did the cleanup and CPR's "accident specialists" will evaluate

the cause; no doubt some poor slob will be hung out to dry over it. The real problem is in the lack of maintenance that has caused seven yard derailments in one month.

At the same time, Kenwood had two tracks out of service from 514's derailment the previous day. Does it sound like CP is ready for all that new NS traffic?

DNC stimulates special trains

NS office cars arrived in Boston (CSX's Beacon Yard) with SD70m 2616 on July 19 via Selkirk. The 2616 wasn't allowed to run on the Grand Junction Branch, as it is too heavy. Cars brought in on CSX's July 23 move were NS #2, "Carolina"; NS #9, "Alabama"; NS #11, "Illinois"; NS #12, "Indiana"; NS #1, "Virginia"; NS #20, "Ohio"; NS #18, "General William Mahone"; NS #3, "Claytor Lake"; NS #19, "Kentucky"; and NS #23, "Buena Vista".

BNSF office cars arrived on July 2-22 in two batches via Amtrak train 48/448 (*Lake Shore Limited*) and were: BNSF #64, "Marias Pass"; BNSF #67, "Trinchera Pass"; BNSF #2, "Columbia River"; BNSF #7, "Santa Fe"; BNSF #10, "Lake Superior"; BNSF #11, "Fred Harvey"; BNSF #29, "Valley View"; BNSF #1, "Mississippi River"; BNSF #28, "Mountain View"; and BNSF #32, "William B. Strong". Guilford switched the cars into a proper order using GP40 318 and GP40-2w 505 on Friday, July 23. The cars were spotted on North Station tracks 1, 2, 3 and 6 for use during the DNC. Drawbridges over the Charles River were set in the open position during the convention.

Early on July 30, eight of the office cars were pulled out to the Amtrak facility and tagged onto the rear of train 449. The Boston section of the *Lake Shore Limited* departed Back Bay Station at 11:55 am on July 30, pulled by Amtrak P42-8's 167-201-105 with baggage car #1717, Viewliner sleeper #62026, "Ocean View", and coaches 82077-21245, café car 28011, followed by BNSF cars 64, 67, 2, 7, 10, 11, 29 and 1. The remaining cars 28 and 32, were supposed to depart either July 31 or August 1. I was much distressed to have missed all the special car movements through my area, as I was making lengthy repairs to my roof. I felt as though a very strong magnet was trying to pull me off the roof, but I fought hard against it and finished just before the rains hit.

The last commuter trains from Boston departed North Station at 8 pm on July 23. All north side commuter service was terminated outside Boston at temporary station terminals, where passengers were transferred to either rapid transit or bus shuttles. The Rockport/Newburyport line used the Lynn, MA station, the Haverhill/Reading

line came in at Oak Grove (Malden), and riders transferred to the Orange Line. The Lowell line came into Anderson Regional Transportation Center in Woburn, with passengers transferring to shuttle buses there. The Fitchburg/So. Acton Line came into Porter Square Station in Cambridge, MA, where passengers transferred to the Red Line. Regular service resumed on July 30, much to the relief of the local folks whose lives were disrupted by the convention. Since Boston is predominantly Democrat, they got the disruption they deserve.

Other special moves

Frank Jolin sent word that a NYC observation car was tagged onto the rear of Amtrak's *Adirondack* on August 1.

I received an anonymous tip that ex-Ontario Northland coach PRCX 832 came into Saratoga Springs on the July 26 D&H train 250. It was shipped from New England Rail Services in Ronkonkoma, NY and was billed as far as Saratoga Springs.

Far reaching antenna

Recently, a friend gave a big helping hand to the Mad Dog, when he designed a special radio antenna system for the kennel. I now have much greater range and clarity as compared to the Sinclair locomotive antenna. Many thanks for this special help to my anonymous radio wizard.

CPR has recently come under heavy fire concerning a new and large radio/signal tower located near the RoFW in Ballston Spa. The new system works off fiber optic cable, compared to the leased phone line method previously used. Thanks to **Gino DiCarlo** for the details and heads up, since I've had mine deep in our septic tank. Gino also notes that new crossing signals have been installed at the Grande Industrial Park in Saratoga Springs.

Guilford is also having local NIMBY difficulties due to a 150 foot antenna being installed in Mechanicville. More on that in the next column, since I am way out of space in this issue. Can I borrow more space from another columnist?

Resurrection underway

I decided to take more space - lots more space. Last week I rode past the Thurman station and saw ballast being brought in by truck for grading the track. It is less expensive to deliver the stone by truck to the site than it is by rail; ironic, wouldn't you say?

eBay follies

Would you believe an acid-etched Fred Harvey drinking glass sold for \$102.50?

How about a CP Rail egg cup for \$416.53, or a D&H embossed globe lantern for \$135.06? And those elusive D&H

dishes I have long sought after but cannot afford moved as well: one sold for \$127.50, and another for \$219.50.

East Bingo will never be the same

Sad news indeed, another piece of glorious D&H history meets the demolition ball. The old tower at the east end of Binghamton yard was destroyed on July 8th.

And now we continue on with...

Mad dog's summer vacation

What? You didn't know I had escaped from the kennel to chase locomotive hub-caps up in Alaska? It's too late to give you notice, as I have made it back alive, much to the regret of the few in the readership.

Ah, Alaska! 11,000 miles in a new Ford pickup and another 1,000 miles in a trackcar, but fortunately both belonged to a fellow trackcar enthusiast from Pottstown, PA. I say fortunately, because the trackcar and trailer look like they have been shot-blinded to death, complete with ruined windshields that were scarred and cracked so badly that I could not shoot video through them. The truck itself had a half dozen good sized crunching dents in the radiator, but luckily all stones missed the grill work so it still looks neat from the outside, except for a couple of stars in the glass.

I ain't got a dime in it

There is a heavy price to pay for driving to Alaska without setting any sort of protection in place for road damage. We had read that the ALCAN Highway (since renamed the Alaska Highway), was paved all the way from milepost one in Dawson City to Anchorage, and that was mostly accurate. I dare say there are 30 or 40 miles that will never see pavement due to unstable permafrost heaves. A lot can happen driving through 40 miles of stone showers.

Before we left Pottstown, I suggested installing the custom-made canvas cover my friend Kookie had made for his like-new, restored trackcar. But Kookie did not want to use the protection, saying, "the thing just wears the paint off" because of flapping caused by the slight space between the trackcar and the canvas. I suggested gray-taping the cover tight and maybe throwing some cardboard over the glass, or at least, throwing the cover in the back. His rude reply was, "Nah, I got enough junk with all that crap you're hauling!" Well, I do come with a LOT of stuff, but hey, I'm worth it.

Alaska or bust!

I'll begin by saying I was told way back when that I would most likely be going to Alaska after finishing my Ad-

vanced Infantry training, and I was in great anticipation of serving there as compared to being used as cannon fodder in Vietnam. Unfortunately, it was determined that Vietnam needed guys like me. In hind sight, I assume that meant my wilderness outdoor life qualified me as a born killer, so I was sent to Germany to await the need in Vietnam. There was a cute little saying that in the infantry that you will, "Travel to foreign lands, meet strange and exotic people, and kill them."

Had I actually been sent to Alaska and seen what Alaska offered, I would have never come home again except to visit. Alaska was my kind of place back then. I say was, because a prerequisite for an outdoor life in Alaska is that you must be physically fit in order to endure the wilderness and winters. I sold my back and my hearing to Generous Electric through 33 years of steel work. My strong days are over and I am relegated to a more sedate life now. In short, I am now physically unfit to truly enjoy the benefits that Alaska has to offer. The only thing I am good for now up in Alaska would be to offer myself as bear bait.

After sampling Alaska's wildness, I find myself wanting more and am dreaming up a two month visit with my wife after she retires.

You can get there from here

If you are willing to drive the 5,000 miles to Anchorage, you will find that there is indeed a fairly good road almost all the way, the exception being that 30 to 40 miles of heaving gravel eruptions. The railroad is like no other I have ever ridden, and as the story wears on, I hope to convey the wonderful impression the people and their land left me with.

North to Alaska

The adventure began on May 28, by first driving south to Pottstown, PA some 300 miles distant. The drive from Pottstown to Dawson Creek, BC is roughly 2870 miles; we arrived there on June 1. The drive was a particularly un-noteworthy experience, but Dawson Creek is Milepost Zero on the Alaska Highway, and is where the fun begins by my measure.

After checking in at the local motel, which I was familiar with from previous track car trips, we heard a BC Rail train pull into the small yard right behind our room. Kookie, who claims that he "gets his kicks from cutting off mattress labels", is a former engineer and brakeman for the Reading & Northern, and has a special "in" with the crews, which were there for a pickup and crew change. It was an opportunity to shoot some slides and videotape the Dawson Creek Local, which would soon head for Chetwynd, AB.

The power consist was a unique lashup: BCR 3904, NW 1700 (painted for the former Northwind passenger train), ex-ATSF 3609 (still wearing a faded Santa Fe blue and yellow paint scheme) and BCR 3611, all four axle GE's. Luckily, local law enforcement passed by without recognizing my specialized terrorist equipment, the deadly video camera tripod, aka "rocket launcher".

The crew told us some rather good news concerning the Tumbler Ridge line, which closed right after our track car trip there a couple of years ago. It is my understanding that the track had been lifted, at least in the tunnels. Two new mines were to be opening in the area, and it was assumed the railroad would construct new leads into the mines. These new mine sites would not be utilizing the current abandoned Tumbler Ridge facilities.

Faraway places with strange sounding names

Heading north, away from the railroads, we began to encounter place names that required some thought and practice to pronounce, and others that were just plain unusual, such as Talkeetna and Muncho Lake. This was the beginning of wild country, and I began a record of animals spotted along the main highway: 12 moose, three woodland caribou, a buffalo, six bears, 3 ground squirrels, numerous herds of mountain sheep, uncountable mountain goats, a wolf, a red fox, two black foxes, two Swift foxes, three eagles, and a load of birds of all sorts, even pelicans. Had we taken the time to get off the main roads, I'm certain we would have seen a lot more wildlife. This did not include the host of wildlife we saw on our tour of Denali National Park, where we even saw a grizzly with two yearlings. Another tour bus said they had a pack of wolves surround their bus.

If you think a moose looks funny, you should see those cows in Italy. Talk about strange looking animals; I've got the pictures to prove it.

Muncho Lake

We stayed in a wonderful log motel with an expansive view of pristine Muncho Lake, with its clear, blue-green water and steep mountains rising out of its banks, where grizzlies are often seen working the shoreline. I kept that in mind while photographing the deHaviland Beaver float plane as it landed and taxied to the hotel dock with a load of city slickers. The hotel and restaurant were geared toward a wealthy clientele from overseas and the big Canadian cities. The Swiss owners also owned a twin engine deHaviland Otter, which they used to taxi their clients from Edmonton,

Calgary and Jasper, landing on their own private airstrip across from the hotel.

Along the route we began seeing higher and bigger mountains, and noted many dry washes that had been sculpted by bulldozer to help guide roaring floods of wash water draining from the mountains. It was apparent from the asphalt repairs that these violent torrents would routinely wash the highway downstream. This was big country with big animals, and even bigger natural calamities than we are accustomed to in the Northeast.

Muncho Lake Lodge offered its victims a 10% discount on gasoline, but the price was still \$2.60 for a US gallon. The cost of their civilized wilderness experiences was outrageous, and the timing for arrivals and departures to their private fly-in lakes told me that these day and overnight trips were not geared toward any serious fishing or hunting, but rather were a citified Swiss version of wilderness, which is very different than that of what British Columbia traditionally offers sportsmen.

Oh my aching back!

My steel-working career was catching up to me in a big, bad way. The hard, long driving took its toll on my back, and by Whitehorse in the Yukon I was searching for a chiropractor. I found a wonderful young woman that couldn't have weighed 95 pounds, but she had what it took to manhandle my stubborn vertebrae, and within a half hour had relieved numerous bones that had slipped out of their positions, all that for only US\$23. She was a godsend to me.

The roads in many places are heaved and also have low dips, making for a veritable roller coaster ride effect. The numerous, tortuous curves and hill climbs really give the upper back a workout that I have great difficulty with. I was surprised that I had made it this far with so little back trouble.

Fuelish

At Beaver Creek, Yukon we paid C\$92 for a fill up, and that's a shocker in anyone's currency. This was a terrible time to take a driving vacation, because of extremely high fuel prices; it will surely reduce this year's tourist onslaught. The Canadians had a very different reason for their high gas prices, though; the Liberal party took control of the government, having been elected due to its campaign promise that it "would not raise taxes". What they did was totally ingenious and sheer trickery; additional taxes were now called assessments and fees...anything but a tax. A dollar plus per Imperial gallon is a tax regardless of whatever you want to call it, and thanks to their Parliamentary system, they called for a new election and

threw the bums out on their fat haunches. [Has the party now in place repealed the taxes, Mad Dog?...JB]

Tok, Alaska

In Alaska, Harry Potter is considered 3rd rate; up here it's "Harry Otter". Everything wild is favored over the civilized lower forty eight. We rolled into Tok on June 4, dusty and tired, and got a room at the Snowshoe Motel, just down the street from a series of quaint but still in use, one story log buildings with sod roofs. One roof had a lawn mower sitting on top, as it was handier to just leave it up there for when the grass needed cutting. I hadn't seen sod roofs since I was in France and Switzerland.

I rarely touch the spirit world, but Kookie bought a pitcher he needed help with, and a few "dust cutters" did clear my throat.

By now we had discovered that there are very few residents running the motels and restaurants. Everyone seems to be from the lower Canadian Provinces or the lower 48, and there just for the tourist season to make a quick buck then return home to their regular job or college. As a result of the transients, it was all too frequently that we found our reservations had been incorrectly recorded, and even despite a reservation confirmation number, there is no room in the inn for you. (In the future, I will reconfirm all reservations two weeks after I make them, as this can be a whole lot more than just an inconvenience, as I will describe later.)

Alaskan gasoline was running \$2.03 - \$2.27 per gallon. Towing a trailer and trackcar with a four wheel drive Ford that was only getting 12 to 13 mpg was costing us dearly, but I was determined to not scrimp on this opportunity of a lifetime.

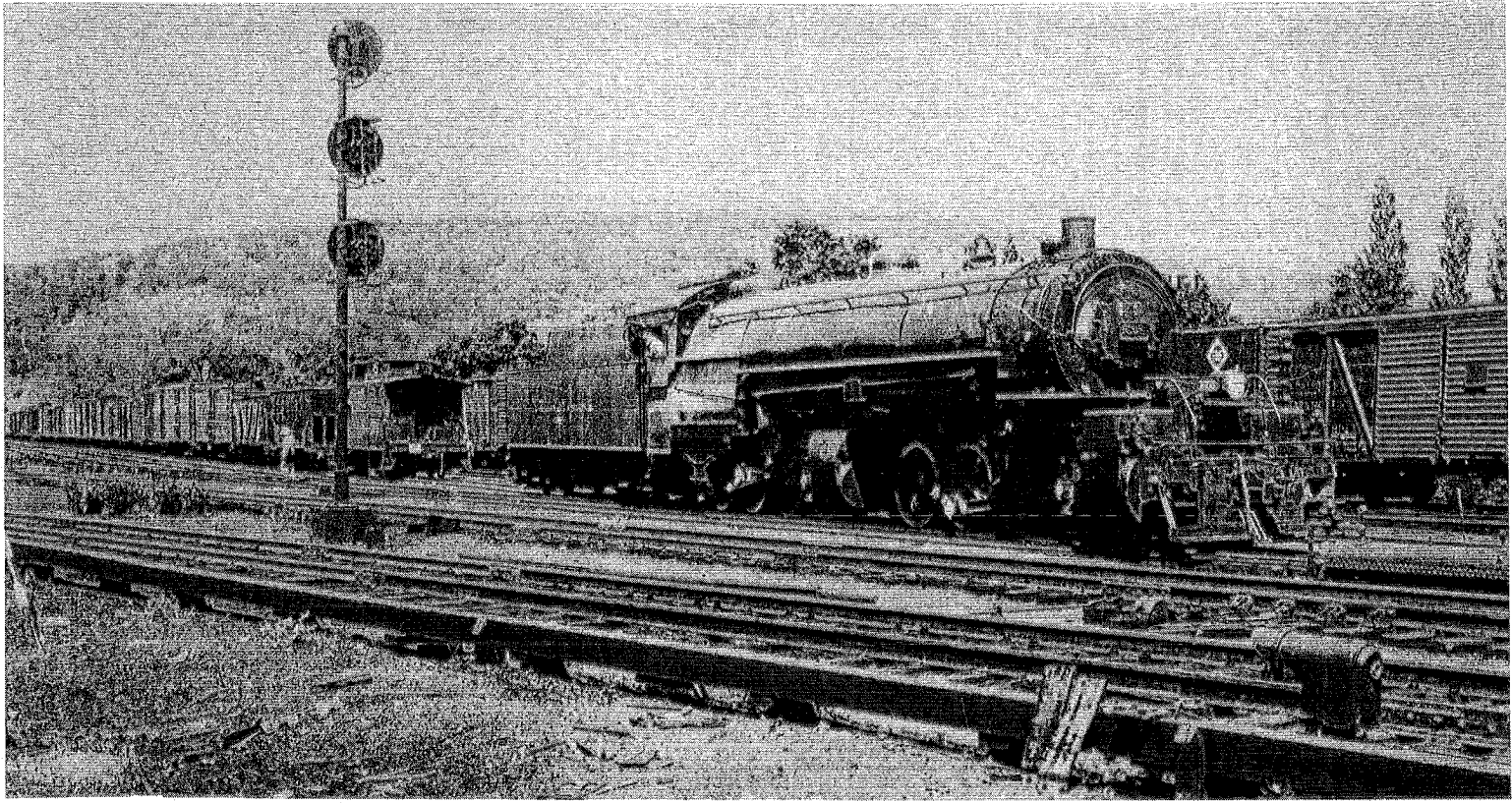
Anchorage at last

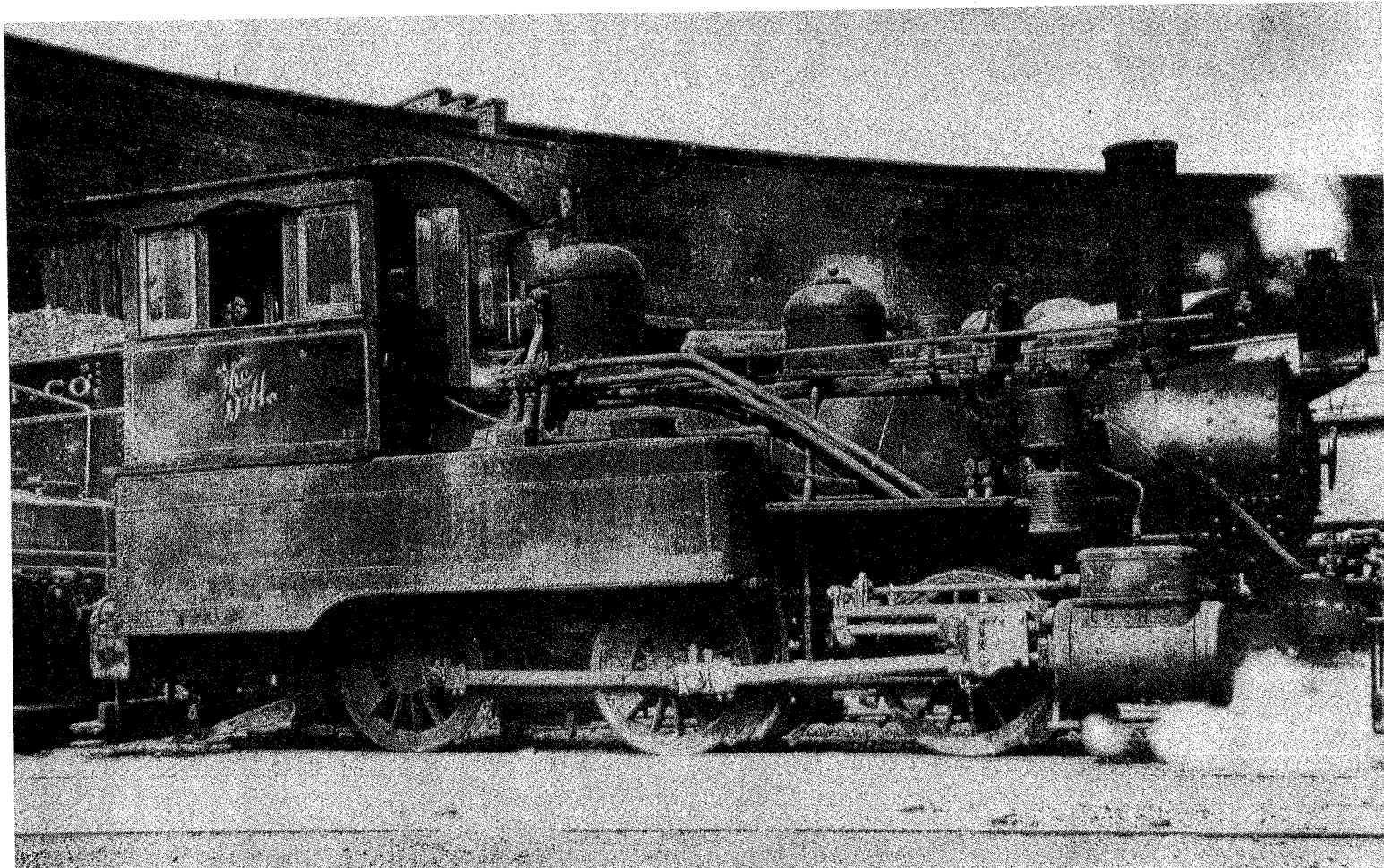
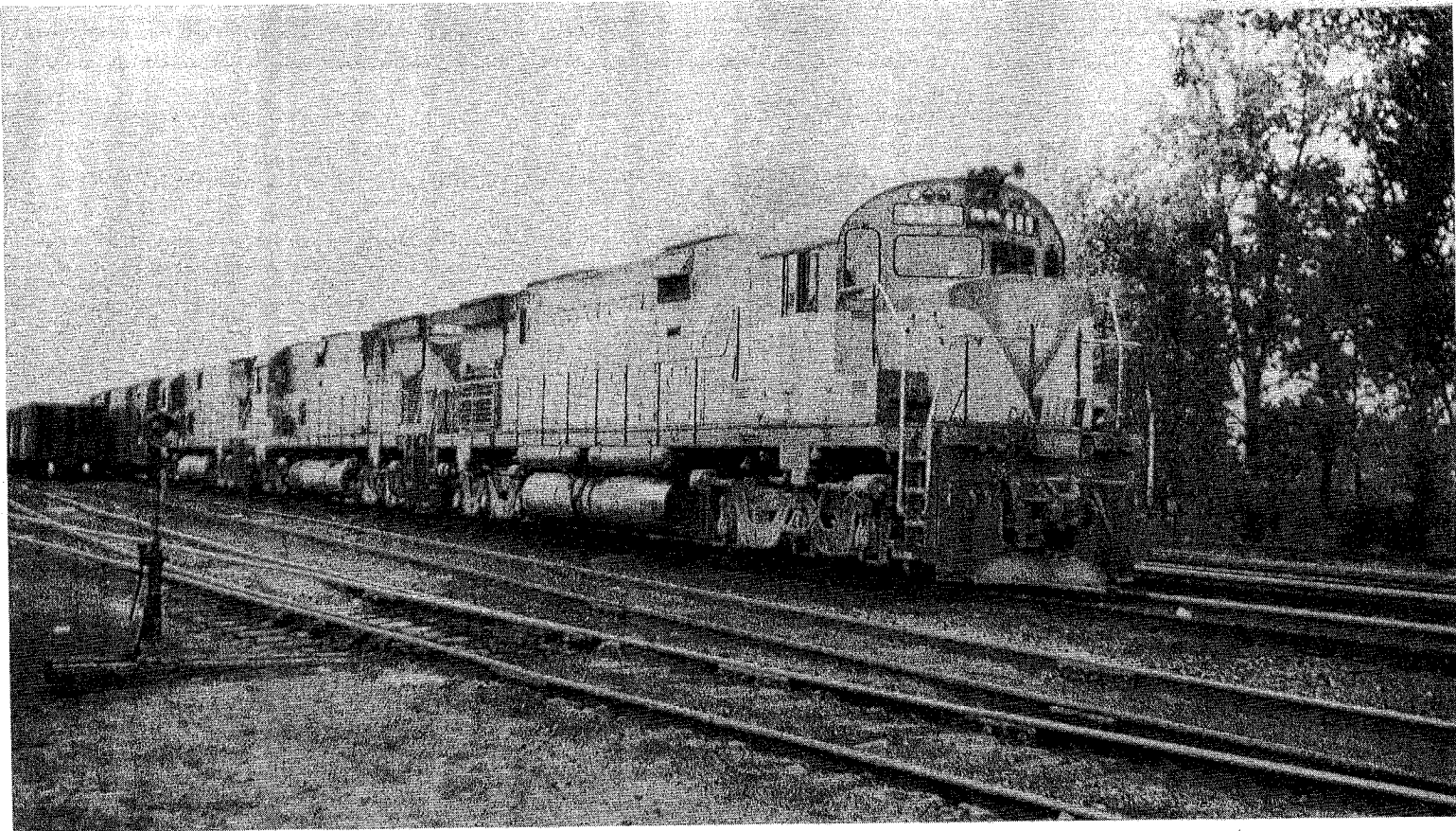
Our Comfort Inn was directly across from the Alaskan main line to Seward, and the engine house was within sight. I looked out on more than one occasion in time to see someone catch a King Salmon nearly as long as a person's leg from the sea-run river behind our motel. Local res-
continued on page 34

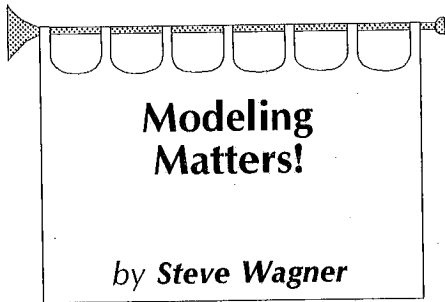
Photos on page 21:

Top: Mallet 1608 is either about to hook up to, or has just finished, pusher duty in Binghamton, NY. Undated, from Trackside Photo, collection of Jim Bachorz.

Bottom: C628's 607-608-609 look to be almost new (in actuality, they were about six months old) in this view of the Wilkes-Barre, PA engine terminal on October 31, 1964. Robert K. LaPorte photograph.







An enormous amount of new product news came in between the deadline for the last regular issue of the *Bulletin* and this one. Partly, that's because the August issue was a special one featuring D&H diesels, produced by Chris Shepherd and shipped with a supplement of D&H ads gathered by Doug Barron. In addition, producers usually announce a lot of new items during the summer so that the trade can get ready for winter, which is the main model railroading season for many hobbyists. And even more, at the end of July Atlas issued a new HO and N locomotive and car catalog, and then decided to post all the new goodies in it at the firm's web site.

As usual, I'm trying to make sure that items of special interest to Delaware & Hudson fans get published first. Because of a lack of space, we'll have to wait for some of the other news.

More HO D&H RS2's

All-American Trains of Kaarst, Germany reported June 15 that Life-Like would be offering Proto 1000 RS2's painted black and lettered in yellow for the Delaware & Hudson. Order numbers were posted at walthers.com by July 6: #433-31273 for D&H 4005, -31274 for D&H 4018. List price \$95 each, expected in December.

I certainly hope that they'll also wear the usual bold yellow end stripes, but I don't see any in the drawing posted at lifelikeproducts.com sometime in July. It's just a side view, but nonetheless, I am writing Life-Like in Baltimore.

The D&H RS2's were passenger engines. Kato has already decorated its HO RS2's for the D&H, but in the blue, gray and yellow lightning stripe scheme adopted in 1961. And Life-Like P1K RS2's have already been sold in Canadian road names, including the Napierville Junction, a D&H affiliate. (Unfortunately those black and yellow models lacked end stripes and had all the handrails and their stanchions colored yellow.)

The other roads for which the P1K RS2's will be lettered are the Boston & Maine (maroon and imitation gold), Erie Lackawanna (gray, maroon and yellow), Lehigh & New England (black and white),

Monon (black and gold), New Haven (orange and dark green), Rock Island (maroon) and Western Maryland (black and yellow with "fireball").

D&H HO GP38-2's delayed...

The second release of Life-Like's Proto 2000 GP38-2's, including Delaware & Hudson 7309 and 7312 in the lightning stripe livery and Boston & Maine 204 and 212 in their as delivered paint job, is now scheduled for delivery in October. This is according to an update of lifelikeproducts.com on or about June 16.

Other road names in this run are Burlington Northern, Conrail, GM&O, Louisville & Nashville, Missouri Pacific (blue) and Union Pacific.

...and so are ex-D&RGW coaches

By July 19, the anticipated arrival date posted at the Walthers web site for the firm's HO Delaware & Hudson "half-fluted" streamlined coaches had been changed from August 28 to September 28. Order #932-16762, \$34.98 list. Here's a correction: the D&H had five of these cars, not six as I indicated in the June issue.

D&H HO U30C on the Internet

By June 20 the New Products section of atlasrr.com had a photo of the forthcoming model of Delaware & Hudson GE U30C 712, which should allow modelers to evaluate its colors. This probably means that she and her sisters should be ready for release by October.

HO D&H 4-truck flatcar with load

Athearn is reintroducing its "heavy duty flatcar", a model first made in plastic in the 1950's, and in metal before that, in its Ready-To-Roll line, complete with a "heavy machinery load". Order #92244 will be painted black and lettered as D&H 16152. Other roads are ATSF, C&NW, Conrail, DODX (Department of Defense) and Erie. They're all expected in August, at a list price of \$21.98 each.

A photo including a pre-production sample of the load is posted at athearn.com; I just wish it looked a little bit more like the giant gadgets that GE has shipped on the D&H from Schenectady to the Port of Albany.

The kit for this car (without load or metal wheels) that Athearn released in 2001 was painted as D&H 16154. The old AHM car was lettered as D&H 16153.

D&H USRA boxcars in N

By July 30 the Atlas web site had an announcement of new road names for the firm's N scale USRA single sheathed boxcar, including Delaware & Hudson. Walthers order #150-41791 will be D&H #51116; -41592 will be car #51355.

They'll list for \$12.95; delivery is estimated for December.

These are car numbers from when the cars were new, just after World War I. Some of these cars lasted into the 1960's, but with much lower numbers. For modelers wanting to paint and letter their own cars, the appropriate undecorated model (with 5-5-5 ribbed ends) is Walthers order #150-41701, \$8.95 list. The undecorated cars come with both wood and steel doors.

Atlas shipped the first run of these cars June 21. The undec with 7-8 ends is also \$8.95; cars lettered for the B&O, C&NW, Clinchfield, NYC, PRR and SP, two road numbers each, list for \$12.95. The other names for the second run are Burlington, Central Railroad of New Jersey, Norfolk & Western, Reading and Western Maryland.

These are beautifully detailed models I'd love to be able to buy in HO.

HO D&H news from Seattle

Jim Odell offered some Delaware & Hudson modeling news from the National Train Show held in conjunction with the National Model Railroad Association convention in July, as follows:

"Atlas had production shots of the U30C's and the pulpwood cars in black and white [due in October and August, respectively]. As usual, Atlas gets first class awards for the appearance, despite the fact that the glass case was saliva-covered by the time I got to see it.

"Also of note were the SD26 in ST and a Guilford MEC GP40. MEC fans will rejoice in the Harvest Gold GP7 and might also note the MEC pulpwood cars in red with overpainted reporting marks - yep, the D&H cars sold north!

"As usual, the Atlas people were mum about new projects other than to point out the rerun of GP38's including MEC. They also had the new run of 50 ft. boxcars [i.e., the latest ACF Precision Design models].

"I pushed for a low nose RS32 or -36, a GP39-2 and a copy of their O scale Pullman Standard 50 ft. boxcar in yellow and blue. [All worthy projects, but my own first choice for a new D&H item from Atlas would be an RS3 in the lightning stripe livery.]

"Athearn had a Challenger on display under power and acknowledged plans to do a D&H version. I suggested that there might be a market for tenders like the Binghamton fuel tender. They were interested, but said that there might be a problem in getting their producer to do a short run of tenders only.

"Steve Stewart [of Stewart Hobbies] announced reruns of the fishbelly hoppers in two D&H schemes: one freight car red and one black. He thinks the black will run in billboard paint, although I also

suggested the [black] late steam scheme seen in Chuck Yungkurth's Delaware & Hudson Steam in Color. Steve is looking for photos of the red cars in order to get accurate numbers. I cannot help; I have never seen a photo I could definitively call as in the red scheme. In fact, the only sample I have is an old Ulrich hopper kit. Any help would be appreciated."

[If Stewart really wants to do the red scheme, which was used before and perhaps during World War II, he might want to note the numbers of models in that livery that Atlas has produced in N and Atlas O in 1/4 inch scale, and then choose numbers close to those, in case Atlas ultimately does its own fishbellies in HO! Like Jim, I'd really like to have several black cars with the late 1940's lettering scheme, with only a minuscule road name.]

Jim also noted that the latest Athearn items, though not directly related to the D&H, are very nice indeed, and that Walthers is planning to produce so much good stuff as to drive many modelers nuts. He thinks the forthcoming "NYC Pullman coach" will probably be a smooth-side car.

More big HO D&H covered hoppers

InterMountain brought out a new run of its Delaware & Hudson 4750 cu. ft. PS-2CD three-bay covered hoppers in July. These replicate the curved roof cars in 1974, some of which are probably still working for other owners. They come in six new numbers, preassembled with metal wheels, listing for \$29.95.

The real cars were a real caboose red. Walthers lists the models as "orange", confirming my longtime belief that they're not red enough. Otherwise they're very nice indeed.

D&H pulpwood car in Virginia!

While taking my first look at Andy Romano's Dragon Steel: The Alco Action Photo Album (Four Ways West, 2001, \$49.95), I noticed D&H 8050 loaded with pulpwood in a photo taken in 1972 in Suffolk, VA. How did it ever get down there?! Pulpwood cars usually stayed pretty much on their home roads or their immediate connections.

The book also has about seven color pix of D&H Alco's of various kinds.

HO Fowler boxcars delayed again

Until June 20 the forthcoming "Proto 1000 Limited Edition" Canadian National and Canadian Pacific 36 ft. single sheathed boxcars had been posted as expected in May 2004. Canadian Model Trains changed that to simply "2004", with no month mentioned.

No new news on the kits for the same type of car being made by New England Rail Services, either.

I've ordered some of the PIK cars for use in an early 1950's version of the Delaware & Hudson's famous Paper Train.

Rebuilt D&H USRA boxcar in HO

Useful guidance for modeling a USRA single-sheathed boxcar as rebuilt by the Delaware & Hudson with a new roof in the 1930's comes from an article by Ted Cullotta in the July **Railroad Model Craftsman**. The author used one of the older Westfield kits with the roof, sides and ends as separate "flat" resin castings - not the one piece body sold since 2002 - plus a Viking roof from Des Plaines Hobbies in Illinois.

A reference to this article is one of the latest entries in my D&H modeling bibliography, available free in electronic form to those who e-mail me at swagner@law.harvard.edu and for a dollar on paper to those who mail me at Harvard Law School, Cambridge, MA 02138.

HO GMRC RS1

The Atlas model of what **Scott Whitney** has suggested may be the most photographed diesel still active in the U.S. has arrived, and it is superb. As I'd suspected from photos on the Web, the model of Green Mountain 405 bears the name of F. Nelson Blount on its cab - in beautiful Roman lettering.

The loco I'd ordered last December 3 finally reached me July 7. I'm thinking about adding a dark full beard to the engineer figure to make it resemble Scott, who often runs the real classic Alco.

Superdetailed boxcar

Among the models shown in **RailModel Journal's** May issue is a USRA double-sheathed boxcar, superdetailed by BLHS member **Ben Hom**. He started with a ready to run Ertl B&M car, adding grain doors and AB brake components. This was one of many models shown at the latest prototype modelers' gathering in Cocoa Beach, FL. Looking good!

Marble instead of airplanes

Member **Oscar "Milt" McWithey** has actually completed a project I've just written about so far: changing the load on Athearn HO Ready To Roll Rutland flatcars from airplanes to blocks of marble.

In Milt's own words, "The airplane-carrying bracket can be removed as follows: Remove the trucks and underframe, then pry up the weight, which is stuck to the bottom of the body with an adhesive 'tab' in the center. Note four tabs on the underside of the body where the bracket was snapped through from above and solvent was run around the bracket on the top side (floor side). Cut and pry these tabs out of the openings. Carefully slip an X-acto or Micro-Mark chisel blade between

the bracket and the floor, working in slowly from all corners. Watch your fingers! Depending on how much solvent was used, the bracket may peel off in one piece or it may have to be carved off in chunks.

"The flatcar's floor will be damaged beyond repair. Wet sand it on a flat surface - I use a cookie sheet - to remove the floor 'scribing', and replace it with Evergreen sheet styrene .040 thick with scribing .080 apart or with wood planking of your choice. I've completed two cars without any damage to their body sides, ends or finish. Also remove the brake wheel and stand; I replaced mine with Tichy parts."

Member **Charles Ricci**, who spent considerable time observing Vermont Marble Company operations, says that the big blocks of roughly cut stone simply rode on top of timbers laid on the flatcars' decks. No fastenings were necessary. Those loads were plenty heavy! Finished marble for monumental or architectural use was carefully protected and braced for shipment.

Next time I'm in west central Vermont I ought to look around for some real marble pieces of suitable size to use on my flatcar. Meanwhile, I may just paint up the resin "marble block" included in a Funaro & Camerlengo Rutland flatcar kit and use that as a stopgap.

Walthers HO heavyweights

All-new standard Pullman 12-1 sleepers are scheduled for this fall. Pullman 8-1-1 and 14 section sleepers and 3-2 observation-lounges are due in winter 2004-2005. Paired-window coaches and 36-seat diners are due next spring. This news comes from a New Products flyer sent by Walthers to dealers late in May.

I don't understand why Walthers has chosen as its first offering the same (and only) Pullman car type that has been readily available as a mass-produced styrene model, ever since Rivarossi first made it for AHM in the early 1960's. Branchline also plans to have kits for the 12-1 as well as several other sleepers ready shortly.

Road names will be Baltimore & Ohio, Burlington, Chicago & NorthWestern, Denver & Rio Grande Western, Great Northern, Milwaukee Road, New York Central, Pennsylvania, Santa Fe, Southern Pacific and Union Pacific.

Undecorated cars will also be available. The sleepers and the observation-lounge will also be offered in Pullman green with the Pullman name, but no indication of railroads to which they might have been assigned. The coach and diner will also come in Pullman green with no lettering.

Remember that the Delaware & Hudson and the New York Central didn't use paired-window coaches, though the Pennsy and the B&O most definitely did. Branch-

line's kits are the best means of replicating the Central's single-window heavyweight coaches, which are similar to the D&H's.

Each of the new Walthers heavyweight cars will list for \$41.98 - highly competitive with Branchline's passenger car kits, which list for \$39.98.

Laser-kit details for Branchline heavy-weights

See laserkit.com for several enhancements produced by American Model Builders for use with Branchline's HO single window standard coach kit. Sets of windows (thinner than the cast styrene ones that come with the kit, so that the seats won't make the sides bow out) is probably the most important offering. They're available with some open windows (\$7.95 list), with all closed (also \$7.95), and with sealed, insulated windows for modernized air conditioned cars (\$11.95 list). I haven't yet seen how closely one of the last-mentioned options would make the model resemble the Delaware & Hudson's remodeled cars with air conditioning and windows with curved corners.

Other kits contained simulated "etched" windows for rest rooms, some with designs for specific railroads, including the New York Central. AMB admits that not all of these are prototypical but doesn't specify which are and which aren't. List prices range from \$5.95 to \$7.95; the NYC set lists at \$6.95.

A set of green window shades apparently lowered to different heights can equip up to four coaches; its MSRP is \$8.95.

A set of two styles of end drip rails, side drip rails, and vestibule gates - most visible on the last cars in trains - the real ones fold - lists for \$4.95.

And a jig for locating and drilling holes for Detail Associates #6601, 6602 and 6603 grab irons lists for \$3.95.

How to build Branchline coaches

The June **Mainline Modeler** has a five-page article by Peter Weiglin on building the HO Branchline kit for the New York Central's standard heavyweight coach. Also see the extensive comments at centralhobby.com by Dave Dorsini.

Patience is rewarded

On July 20 I picked up a Branchline Blueprint HO kit for a green Pullman 8-1-2 sleeper named Rock Harbor. I had placed my order at my local model train store and paid for it on October 16, 2000, just after it was announced. I'm still waiting for the 10-1-2 named Lake George and a welded steel Railway Express Agency express reefer I ordered at the same time, but since I now have my D&H and the first Pullman, I do expect to get them eventually.

Nice kits, too.

HO wood express reefer

Another entirely new model forthcoming from Walthers is a 50 ft. GACX wood express reefer. Initial paint schemes will be Railway Express Agency (with the large herald used in the 1950's), American Refrigerator Transit, Frisco, Missouri Pacific, Nickel Plate, Pacific Fruit Express and Wabash, plus undecorated. A single car will list for \$24.98, a limited run two-pack for \$49.98. Walthers expects them by November 28.

I'm quite sure the model will be correct for REX. I plan to get three and to sell off two REX cars based on the Athearn model, which follows a somewhat similar Pacific Fruit Express prototype. If the ice hatches are removed and any resulting gaps filled, the new Walthers model may well also be close to many largish milk cars.

Between these models, the ones Walthers already made of the 1957 design with riveted sides and Branchline's long-promised kits for the late 1940's welded type - for which at least the body has been completed, judging from a photo at walthers.com - HO'ers will be able to run trains with all three major varieties of express reefers used by the Railway Express Agency after World War II.

HO Pullman-Standard New York Central coach

Walthers also lists this in the New Products Schedule it mailed to dealers in May. There are no pictures, so I'm not sure whether the model will represent a car with fluted stainless steel sides (like the 3000 series, for which Central Hobby Supply sells sides in its West Shore Line) or a smooth-sided type (like the 2600 series, for which CHS also sells sides). **Jim Odell** thinks the latter is likely. In either case, this should give us another good coach for the *Laurentian*. No word yet on other paint schemes to be offered. These coaches are due during the winter at an MSRP of \$34.98.

Ex-Rivarossi HO 60 ft. cars from Walthers

By July 21 or so Walthers had listed the 60 ft. standard passenger cars Rivarossi had made as forthcoming as Walthers Trainline offerings. The four car types will be sold as separate cars in several road names; they're due by November 19, listing at \$29.99 each. The New York Central baggage car will be order #931-782; the NYC RPO car will be 931-787.

More HO PRR B60b baggage cars

Among other new models due from Walthers next spring is this classic arch roof Pennsylvania type. Bethlehem Car Works has long offered a styrene "flat" kit for the B60b, and InterMountain has just announced assembled versions of it in two

paint schemes at a list price of \$59.95. A single Walthers car will list for \$34.98.

This was THE standard Pennsylvania Railroad baggage car for many decades. And I remember one in the 1960's livery (no road name, but two shiny bright red and white keystone heralds on each side) standing next to the powerhouse near Philadelphia's Thirtieth Street Station years after the Standard Railroad of the World was swallowed up by Penn Central.

More Athearn HO express reefers

Sometime in July Athearn plans to market Ready-to-Roll 50 ft. express refrigerator cars in the following paint schemes: Canadian National, Denver & Rio Grande Western, Pacific Fruit Express, Railway Express Agency (with dulux imitation gold lettering), Santa Fe and URTX, two road numbers each. These are all Pullman green or another dark green. List price \$15.98 each.

Athearn's model is actually based on a series of arch-roofed Pacific Fruit Express cars. I think that some of the lines for which the models are painted, such as the CNR, may have used only express reefers with angular roofs similar to those on most freight cars.

More Athearn express boxcars

Athearn expected in August a second run of HO 40 ft. boxcars painted for express service: Two road numbers each for Canadian National (olive and black), CSPM&O/CMO, CB&Q, Great Northern (orange sides), Rock Island (silver) and Southern Pacific. Except as noted, these are all Pullman green. \$14.98 list each.

Walthers troop sleepers & kitchen cars

I received one of each of these late in June and am well pleased with them - so much that I ordered one of the two three-packs of troop sleepers, so that I'll be able to run a five car troop train on my small model railroad.

The sheet with instructions for installing handrails shows that the sides are separate pieces. I don't know how securely they're attached, but I'm guessing it shouldn't be too hard to remove them and substitute the etched brass sides for various railroad conversions of these cars that came in kits sold by Concord Junction and by Central Hobby Supply of Syracuse.

John Bruce has an excellent review of the new Walthers cars at railroad.net, including a lot of prototype information.

Kadee HO covered hopper

I've finally taken my Rutland PS-2 out of its protective box, polished the treads of its wheels and painted its wheelsets, trucks, couplers and air hoses. The car's detail is really astounding; you have to take the car

off the track to see some of it. My one complaint is that the shiny paint, which would be unusual enough on a real boxcar, is most implausible on a covered hopper, even if hauling grain or crushed limestone, which the Rutland used these cars for, isn't as messy as cement service.

I'm really looking forward to Delaware & Hudson covered hoppers from Kadee.

Another Kadee Rutland PS-1

One of the new HO cars posted at kadee.com July 20 is the firm's third yellow and green Rutland 40 ft. PS-1 with 7 ft. Superior doors, and with a simulated "galvanized" roof. It's Walthers order #4910, listing at \$37.95. The car number is 295. I expect that this will sell out quickly, like its predecessors. I'm not planning to get one, partly because several knowledgeable Rutland fans are dubious that more than one or a very few of that road's PS-1's had galvanized roofs.

HO D&H on eBay

This is a selection of transactions from June and July.

A brass Precision Scale Co. D&H Challenger drew seven bidders and sold for \$1,182. Later another attracted eight bidders and went for \$929. A considerably less authentic Rivarossi version was offered at a starting price of \$189.99 but didn't attract any bids; another (or the same one re-listed) drew five bidders and sold for \$152.50.

A Proto 1000 black and yellow Naperville Junction RS2 went to the sole bidder for the starting price of \$59.99. Two more were offered at a starting price of \$64.99 each; two bidders competed for them, and they went to the same buyer for \$87.98 and \$88.98.

A P1K lightning-striped RS11 attracted five bidders and sold for \$65.51. Two more drew two bidders each and sold for \$61 and \$62.11. An Atlas (Kato) RS11 from the first run in the same livery went to a single bidder for \$69.95. An Atlas RS11 5001 with the yellow nose went for the higher of two bids, \$63.69. An Atlas RS11 5002 with script lettering went to the highest of three bids, \$61, within the last two minutes of the auction.

A Proto 2000 model of PA1 #18 drew four bidders and sold for \$81; another attracted three bidders and went for \$55. A P2K model of #16 drew three bidders and went for \$86.

An Alco Models brass U30C drew three bidders and sold for \$117.50. Four Atlas U33C's in the lightning stripe livery sold for \$61 (five bidders), \$67 (five bidders), \$50.95 (four bidders) and \$73.29 (3 bidders). An Atlas U33C in Guilford paint with D&H lettering didn't attract any bids at a starting price of \$49.99; later, howev-

er, it (or another like it) did sell to a single bidder for that price.

Two Proto 2000 Lehigh Valley GP38-2's with starting prices of \$74.95 didn't find buyers. Nor did a set of two St. Lawrence & Hudson SD40-2's (one powered), with a starting price of \$44.95.

An Atlas U23B from the latest run (blue dip with yellow nose and side sill) attracted just one bidder, who got it for \$59. Three more sold for \$46.51 (four bidders), \$43 (three bidders) and \$41.88 (two bidders). Others offered at starting prices of \$64.98 and \$67.95 didn't find bidders; still another drew five bidders and sold for \$48.74. The same type of locomotive, but in the original lightning stripe livery, found seven bidders and sold for \$70.94 (bid within the last ten seconds of the auction).

Two E-R Hobbies Baldwin Sharknoses were offered separately at a Buy-It-Now price of \$64.99 each but found no takers. Others drew seven bidders each and sold for \$56.01 (bid in the last seven seconds of the auction) and \$51.88.

A solid blue Atlas Century 424 with yellow nose and side sills sold for \$51.01 to the higher of two bidders.

A nicely painted brass Overland center cupola wood caboose attracted six bidders and sold for \$152.50. An Ambroid (Quality Craft) kit for a wood caboose drew seven bidders and was won by a bid of \$36.51 submitted in the auction's last two minutes.

A Kadee boxcar drew three bidders and went for \$8.06, less than 33% of its list price. Others went to the same lone bidder for \$19.99, \$20 and \$20; another went to another sole bidder for \$20. Still others with starting prices of \$22.36, \$24.50 and \$34.95 drew no bids.

A nicely built-up Robin's Rails yellow 50 ft. boxcar was bought for \$9.01 by the highest of three bidders.

A Front Range ACF Center Flow covered hopper drew two bidders and sold for \$9.01. A nicely assembled Branchline (Con-Cor) Airslide was offered at a starting price of \$9.50 but didn't attract a bidder.

No one bid on Tichy styrene kits for USRA hoppers rebuilt with panel sides or USRA boxcars rebuilt to carry cement, with starting bids from \$10.55 and \$12.50. The same was true for a Funaro & Camerlengo resin kit for a composite gondola with a starting bid of \$19.95.

An Ulrich boxcar red fishbelly hopper sold to the higher of two bidders for \$11.57. Another sold to a lone bidder for \$10. A set of three Stewart ribbed twin hopper car kits went for the highest of three bids, \$20.01.

An Atlas America's Historic Railroads set of a wide vision caboose, a blue offset twin hopper car and a silver PS-2 covered

hopper drew three bidders, selling for \$15.50 - another real bargain. A second set went to a lone bidder for \$19.95, also a very good price. Another seller offered the cars from the set separately and beautifully weathered; the covered hopper went to the sole bidder for \$12.50; the other two cars didn't find bidders. In "multiple item" ("Dutch") auctions the caboose went for \$8.99 and the covered hopper and hopper for \$7.95 each.

A set of two Atlas cars, a red D&H pulpwood car with its grab irons installed and a two-tone green BC Railway Evans double plug door boxcar, also attracted three bidders; it sold for \$12.49.

No one bid for a pair of Walthers gondolas with a starting price of \$15.49. A blue Con-Cor mill gon went to the higher of two bidders for \$5. Another went to the higher of two bidders for \$3.49, and still another sold to a lone bidder for \$1. A nicely painted and decaled MDC Roundhouse mill gon sold to a lone bidder for \$7.

A Walthers Thrall-Door boxcar with a starting price of \$13.99 didn't find a bidder in either of two auctions.

Code 83 track forthcoming from Peco

Central Hobbies of Vancouver, BC, reports (at central-hobbies.com) that at the National Train Show the British firm Peco "announced a Code 83 North American profile line of track. Coming this year: 36 in. flex track, #5, #6 and #8 Turnouts (LH and RH) in Electrofrog and Insulfrog, and rail joiners (nickel silver and insulating). Coming in the future: single and double slip switches, wyes, and 3-way turnouts".

"The production samples look very good. Better than Atlas, as good as or better than Shinohara and comparable to the new Central Valley kits".

Kadee shelf couplers coming

HO F-type couplers with top shelves are also in the offing. I believe such couplers have been required on tank cars in recent years.

Horizon owns MDC Roundhouse

Horizon Hobbies announced June 14 that on that date it had bought MDC Roundhouse (a.k.a. Model Die Casting) from Clarence Menteer, who had owned the firm since 1939, the year after it was started. MDC's operations are to be moved from Carson City, NV to Athearn's new location in Carson, CA and will be directed by Athearn's president, Tim Geddes, though the MDC Roundhouse name will continue.

As of the same date Horizon will be the sole distributor for MDC Roundhouse products. Dealers with back orders for MDC products with other distributors are supposed to transfer them to Horizon.

Walthers will stock Branchline

By July 21 walthers.com had listed many Branchline Blueprint series freight car kits, passenger car kits and Laser-Art structure kits as new items expected September 1. They include several types of 40 and 50 ft. boxcars and 40 ft. wood reefers that have been on the market for well over a year, but have been available only through Hobby Stores Distributing, the East Hartford, CT firm that produces Branchline products.

Let's hope this innovation will help Branchline's offerings continue and grow.

More HO GP38's from Atlas

Maine Central 252 and 256 and an unnumbered MEC unit are probably of most interest to D&H fans in the new run announced June 28. These are early versions, but unlike an earlier run, modified with paper air filters and a change to dynamic brake blisters on units that had them. Photos of both 252 and 256 taken at East Binghamton in the 1980's are posted at rr-fallenflags.org, George Elwood's great web site. Walthers order #'s 150-9123, -9124 and -9125, respectively, estimated for delivery in December at an MSRP of \$129.95.

Other paint schemes for this version are Chessie (B&O, C&O and unnumbered/without initials), Susquehanna (one loco), and UP. Also the late version in Santa Fe blue and yellow and high short hood units in Southern and Norfolk Southern, two numbered units and one unnumbered each, same price and estimated delivery, plus undecorated units for each version.

More Atlas C628's and C630's in N

Atlas also announced new paint schemes for these long Alco's June 28. Three Alco demonstrator Phase 1 Century 628's, three Cornell Red Lehigh Valley Phase 2B's (625, 631 and unnumbered) and three Phase 1 Monons (two numbered, one not). Plus C630's painted for Conrail, Louisville & Nashville and Pennsylvania (two numbered, one not for each scheme). Also undecorated units for each type. MSRP \$134.95 with decoder, \$104.95 without, expected in December. The August issue of **Model Railroader** has a review of the Atlas N scale C628.

The first Lehigh Valley C628's to run over the Delaware & Hudson in pooled power service wore the "Snowbird" livery Atlas has already produced. But rr-fallenflags.org has photos with five Cornell red units taken along the D&H. The pooling ended with the creation of Conrail in 1976.

N scale coal "breaker"

By July 1 Walthers had received a laser-cut wood kit for the "Lackawanna

Coal Company", a large structure that certainly looks like a preparation plant or "breaker" from Pennsylvania's anthracite fields. It's made by The N Scale Architect, is order #716-10504 and lists for \$149.95. Walthers.com has a photo of the assembled building in the New Products section.

More HO Alco's

According to All-American Trains, Life-Like will eventually be offering Proto 2000 Alco RS27's decorated for Alco demonstrator (gray, white, red), Chicago & NorthWestern, Conrail, Green Bay & Western, Penn Central, Pennsylvania, Soo Line and Union Pacific, plus undec. Two numbers with sound, two without, all with DCC decoders. No price stated, scheduled for January 2006.

Unfortunately, this is one sort of Schenectady-built locomotive that the Delaware & Hudson didn't have. The Alco demo units did run over the D&H, however, as photographed by Jim Shaughnessy, with a dynamometer car in the same attractive paint scheme - the same ex-Nickel Plate car that Walthers has modeled in HO. How about a set of decals for it?

Athearn B&M "McGinnis" F7's

An announcement posted at athearn.com late in July stated that Athearn would be offering an A-B set of Boston & Maine F7's painted in the blue, white and black scheme introduced by Patrick McGinnis c. 1957. The A has an elaborate pattern of colors; the B is nearly all blue with black upper sides and roof. Walthers order #140-8035, \$69.98 list, expected in August.

The only photos of B&M cab units in this scheme I recall show passenger units. Does anyone know for sure whether diesels in this livery ever went out the West End of the Fitchburg Route to Mechanicville with interchange freight for the D&H?

A ROCK/B&M question

This is prompted by the posting at athearn.com of a drawing of a 50 ft. FMC 5347 cu. ft. boxcar in the light blue "THE ROCK" livery used in the Rock Island's final few years.

Can anyone specify just which type or types of Rock boxcars the Boston & Maine obtained and did very minimal restenciling on? I started relettering an Athearn "Railbox" boxcar painted by Bev-Bel a few years ago and now wonder how authentic my model will be.

HO Maine Central freight decals

On Bastille Day (July 14) Highball Graphics announced its latest set of decals, designed for Maine Central freight cars from 1920 up until the advent of green boxcars in the mid-1950's. It's F-218 and

sells for \$6; it will letter at least five models of various types. See mgdecals.com for a photo of the set and ordering information.

Several railroad-oriented hobby shops in the Northeast cover this line, which specializes in New England railroads but includes many Delaware & Hudson sets.

HO NSC boxcar progress

At the National Train Show in July the LBF Company showed a pre-production body casting for its long-promised 60 ft. National Steel Car Company double door boxcar, as used by the Canadian Pacific and as TBOX cars by TTX. So we probably can expect to get the model, eventually.

Let there be lights

A press release posted at walthers.com late in July announced built-up illuminated street lamps of three types, scheduled to be available in August. One is a double-arm type, one a single lamp and one considerably shorter and plainer than the others. A Walthers ad in the September **Model Railroader** shows all three; figures next to them give an idea of their heights. All are classic styles that would look right with steam locomotives. They're not cheap: the two larger kinds list for \$9.98 each and the smaller kind at two for \$10.98.

More HO Train Masters

Atlas plans to have its big Fairbanks-Morse loco in new road names by January: phase 1a Erie Lackawanna (black and yellow) and FM demonstrator (orange, yellow and black); phase 1b Southern Pacific ("bloody nose" gray and scarlet); phase 2 Reading (dark olive green). Gold Master Units (with dual-mode decoder and sound) will list \$249.95, Silver Master Units (decoder-ready, no sound) \$139.95.

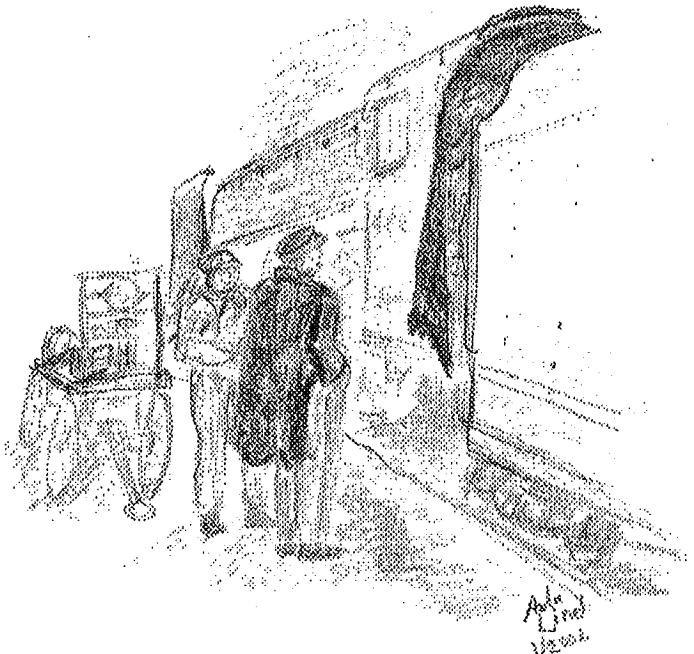
More Evans double plug door boxcars in HO and N

New road names: Fort Vancouver Plywood (salmon and cream, divided diagonally, but with a simple black picture of a frontier fort), Georgia-Pacific (green), Louisville New Albany & Corydon (blue), Virginia Central (green) and Willamette Industries (green). New road numbers: British Columbia Railway (two-tone green), Northwest Hardwoods (yellow with brown and orange herald) and Wisconsin Central (maroon with yellow shield).

N scale undecorated MSRP \$8.95, decorated \$10.95; HO undec \$15.95, decorated \$17.95. All expected January 2005.

The Atlas and Atlas O models of this car type are of the proper scale length. Athearn's similar HO model, based on the former Details West kit, is a bit short (apparently so that an existing underframe could be used on the model).

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Let's Talk It Over by Jim Corbett

Before starting this month's column, I have to say how much I enjoyed **Rev. Walter Smith's** recounting (in the July issue) of searching for (and finding) CP Hudson 2816. He was rather more successful than my wife and I about a month later, although it was Milwaukee Northern 261 we were searching for.

We had altered the route of our annual migration to Minnesota, of which I've written previously, to pass through Galesburg, IL the weekend of June 25-26, mostly to give me a chance to check out the big railroaders show which is one of the features of Galesburg's Railroad Days weekend (a part of the "search", which was very successful). We knew, however, that the 261 was leading a Chicago-Rock Island trip over BNSF, which was due through Galesburg; all advance print information said between 4 and 5 pm, probably closer to 4 pm. So we had checked into our hotel and went off to find a late lunch. All through lunch, and indeed all through our stay, diesel horns were frequent; Galesburg is a major crossroads for BNSF, with former Burlington lines going off to Chicago, Quincy (for Kansas City & St. Louis), and to Rock Island (and on to the north-west) and the southern Illinois coal fields, all from the south side of town. The former Santa Fe main crosses under the Burlington Chicago main east of downtown, and runs across the north side of town. (The lines cross again west of town, where BNSF has built connecting tracks to bring Santa Fe-side trains into the big ex-Q Galesburg yard.)

Every time we heard another train, Elaine would ask if that was the steamer.

But the answer was always no, until a different sound was heard. Then it was yes, and from our lunch table we soon got a good look at a large plume of coal smoke as the special headed west, a few blocks west of us. Close, but no cigar; the time was 3:05 pm, and the 261 had violated all the known rules of steam specials, which up until then had always been two and inviolate: they run late, and they get later. Ah, well.

We were hardly the only ones disappointed, either; by the time we got to drive by the Amtrak station, hoping against hope the train had stopped for servicing (it had not, as the vigor of its smoke plume indicated it wouldn't), a quite good-sized crowd was gathered to watch the long-gone steamer.

(That trip was part of quite an operation, a long circle of connecting trips from the Twin Cities to Milwaukee and Chicago over CP, Rock Island over BNSF, a RI-Bureau roundtrip over Iowa Interstate, then more one-ways to Dubuque, then LaCrosse over IC&E and back to the Twin Cities for July 4 weekend trips, including a double-header with 2816 for the NRHS convention. Altogether, an ambitious undertaking, and worthy of the name Grand Excursion, the Mississippi River steamboat flotilla with which it was partly synchronized.)

One of my purchases at the train show was a publication of the Burlington Route Historical Society, ostensibly an issue of their published-occasionally **Bulletin**, but in fact a very thick soft cover book, on the *Exposition Flyer*. It was not at all cheap (\$35), but was packed with both text and photos. It is not only a history of this much-less-well-known predecessor to the magnificent *California Zephyr*, but full of detail on how a multi-railroad through-train service is put together and operated. I'd very much recommend it to passenger train enthusiasts.

Back to "The D&H"

In previous columns we've looked at passenger services in 1926 (February, to be exact) at the extremes of the D&H, Rouses Point and Wilkes-Barre/Scranton. Just for comparison, it seems worthwhile to take a look at the service provided at the heart of the D&H, the Capital District:

Schenectady had the Delaware & Hudson and New York Central sharing Union Station; NYC of course provided the vast majority of the service.

But the D&H did have a number of daily-except-Sunday locals providing service to the Electric City. There were early-morning (6:37) and late-afternoon (4:40) trains to Mechanicville, three Delanson trains (at 7:30 am, 3:35 and 6:47 pm) and a midday (12:40) Saratoga train. Most made connections at their outer terminals with Saratoga-Champlain or Susquehanna Division mainline trains; all except the first and last trains of the day (the 6:37 am Mechanicville and 6:47 pm Delanson locals, which ran through Delanson-Mechanicville or vice versa) originated or terminated at Schenectady.

On the Central

NYC service was mostly (but not entirely) main line. Seven daily and one Sunday New York City trains (including such name trains as the *Chicago & New York Special*, *New York Express*, *Knickerbocker Special*, *Metropolitan*, *Trans-Atlantic Limited*, *New Yorker*, *Atlantic Express* and (Sunday) *New York Special*) made stops, as did two daily Boston trains (*New England Express* daytime and *Boston Express*, which also carried a B&M Beantown sleeper, at night) and five daily and two except-Sunday Albany trains, the latter mostly locals from Utica or Syracuse. One additional eastbound, the *Lake Shore Limited*, made a discharge-only-from-beyond-Buffalo stop.

Westbound, Chicago trains included the *Fast Mail*, *Chicago Express*, *Mohawk*, *Westerner*, *Lake Shore Limited*, *Western Express* and unnamed #41 via Cleveland, plus the B&A *Wolverine* and *Wolverine* via the Michigan Central; the *Southwestern Limited* to St. Louis and *Ohio State Limited* to Cincinnati also made stops. Additional Buffalo name trains included the *Boston & Buffalo Special*, *Buffalonian*, and two different *Buffalo Expresses*, day and night. The *Up-State Limited* (actually a second section of the *Southwestern*) ran only as far as Syracuse, and the *Albany & Troy Express* as far as Utica; there were also a daily unnamed local for Buffalo, and two more for Utica (one of which continued to Syracuse except Sunday), plus three except-Sunday Utica locals, all originating at Albany. Most of these trains (except the locals) carried through cars for various other points, both off the lines these trains served and for additional service to points beyond Buffalo (especially on the MC and Big Four, but also on the NYC). Off-main-line through service went to places like Toronto, Pittsburgh, Grand Rapids, Bay City, Massena and Ogdensburg, and except-Sunday, Watertown and Lockport.

(The Watertown car ran via Richland during the day; the Massena and Ogdensburg sleepers via Carthage, except on Sunday mornings when they ran via Richland, too.) Out west, the *Western Express* ran via the Norwalk branch between Cleveland and Toledo, and the *Westerner* over the Old Road through Hillsdale between Toledo and Elkhart.

Electric City

The trains you might not expect at Schenectady were two early-morning, except-Sunday locals from Troy via Crescent, and one except-Sunday return trip (running early-afternoon Saturday, late-afternoon the rest of the week, in accordance with the 5-1/2 day work week then common); these were clearly commuter trains, undoubtedly primarily for GE (and possibly Alco) employees.

Also at Schenectady Union, probably "out front" at street level, were the Fonda Johnstown & Gloversville interurbans. These provided hourly-or-better service to Gloversville 19 times a day (18 on Sunday, 18 every day eastbound); Amsterdam "accommodation" (local) cars were shown 17 times a day, 18 on Saturdays, but the times of four of these coincided with the last four Gloversville trains, and so were likely, but not certainly, Gloversville trains making the local stops rather than separate trains. Eastbound there seem to have been 19 locals from Amsterdam during the work week, 20 on Saturday, and 18 Sunday; it is difficult the way the listings (not truly a "schedule" format) are laid out to tell, but none of these seem to share times with Gloversville-Schenectady trains departing Amsterdam.

Clearly the FJ&G, while probably not competing with the Central in total passenger load (and certainly in passenger distances), contributed a lot of activity and business to Schenectady Union.

(There were other interurban services in the Capital District, at Schenectady by Schenectady Railways, certainly to Saratoga and probably still to Albany and Troy; at Troy by United Traction and the Hudson Valley Railway (and probably SR), and at Albany by UT and Eastern New York Utilities (and again, probably SR; I've been unable to find termination dates for Schenectady Railway rail service to Troy and Albany, though trolley service in Schenectady itself and to Saratoga lasted long past 1926); of all the interurban services, only FJ&G and ENYU had listings in the **Official Guide**, and it's safe to say most of UT's, and to a much lesser extent SR's, inter-city services were more of a streetcar than interurban nature. The other Capital District interurban, Troy & New England, was already gone by 1926.)

D&H also shared a "union" station at South Schenectady, located three miles south of downtown, with the West Shore. All the D&H Delanson trains stopped there; WS's contribution was a daily Albany-South Utica roundtrip (via the Carman cutoff) and an except-Sunday Ravena-Utica local in each direction.

Uncle Sam's home

Troy was officially served by the Boston & Maine, D&H and NYC (and of course Troy Union for terminal service); in actual fact, the Rutland was in town, too.

D&H service was primarily provided by the Belt Line trains (as was also true of NYC). D&H showed 27 weekday (again, and throughout this article, "weekday" means 6-days-a-week, Monday through Saturday) and 17 Sunday Troy-Albany trips, 26 and 17 in the opposite direction. (NYC's counts were 29 weekday (minus one early-morning trip with the B&M sleeper, which didn't leave Boston or Buffalo Sunday night, on Monday) and 19 Sunday from Troy, 28 (with the same Monday-morning exception) and 19 from Albany. Departure times on the two roads almost, but not quite, mirrored each other perfectly; when there was a difference, it was rarely more than a minute or two. The few extra NYC trains were generally to carry through equipment to or from either the B&M, the Rutland, or Albany-New York City trains. Each road operated in one direction around the loop, NYC clockwise and D&H counter-clockwise, using trackage rights over the other to complete the circle formed by the D&H mainline north and Troy Branch, and the NYC Troy Branch and Maiden Lane (south) Bridge at Albany.

Other D&H trains included early-morning locals to Cohoes and from Mechanicville, making main line connections (most connections to/from main line trains were made by Belt Line trains at Watervliet). A weekday afternoon-rush Troy-Lake George local had no southbound counterpart, or more accurately, its morning southbound counterpart ran to Albany. Northbound and southbound Sunday-only Albany-Troy via Whitehall locals seem to have made the side trip over the branch to Troy rather than have had connections (with stops at Watervliet earlier than Troy, they could not have come north on the NYC, as it looks like southbound #8, which came to Troy mostly to drop the Plattsburg-New York City sleeper for the southbound *Montreal Limited*, did).

There were also two trains a day each way on the R&W Branch, running out of Troy on trackage rights over the B&M to Eagle Bridge. One was a daily Troy-Rutland roundtrip; there was a second

southbound every day, but the second Sunday northbound went only as far as Castleton; its equipment took a new number and quickly continued to Whitehall.

The feature trains, of course, were #9/10, the all-Pullman *Montreal Limiteds*, with through Ottawa and Quebec sleepers. As noted in discussing Rouses Point, these trains made no passenger stops between Troy and Montreal West.

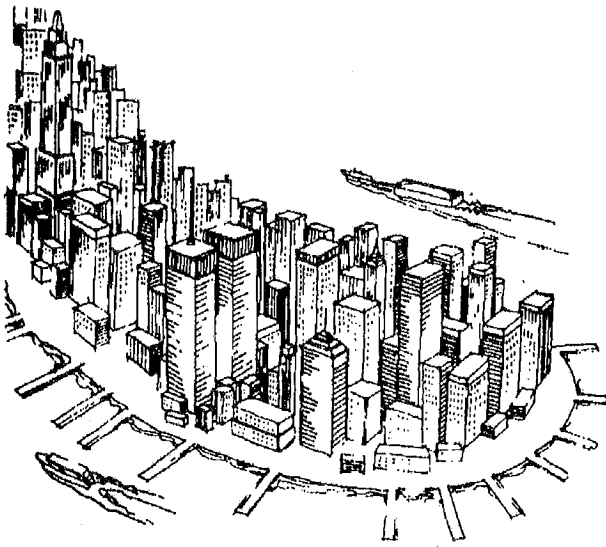
The B&M had five weekday and four (only three westbound) Sunday Boston trains, three (two westbound) weekday and one Sunday North Adams trains, and an except-Sunday morning train to Johnsonville, which immediately returned to Troy, doubtless to provide inbound commuter service. (A North Adams local had the time slot to provide the homeward counterpart to this train.) One Boston day train carried a parlor car, and the wee-hours trains had the North Station-Buffalo sleeper; otherwise all B&M trains were coach-only. There was also a Sunday-only Greenfield-Troy local to make up the east-west difference in Sunday Boston trains.

These, of course, were the "real" B&M trains. All the Rutland's trains were also officially B&M trains at Troy. Three daily trains headed for the Green Mountains, including both the *Mount Royal* sleeper and an unnamed day train (later to be the *Green Mountain Flyer*) for Montreal; the *Mount Royal* had sleepers for Montreal and, using a later local from Rutland, Alburgh; the day train had a parlor car for Montreal; both of course carried coaches. The third train ran only to/from Burlington. There was an additional weekday Burlington local, too. A weekday-morning commuter-hour run came in from Bennington; like B&M's Johnsonville train, its counterpart was the afternoon Burlington local; at least for that trip, and possibly for others, there seems to have been through-car service between North Bennington and Bennington on the Rutland.

The NYC, besides the Belt Line service, also had the Troy-Schenectady trains mentioned above. Otherwise, the only direct New York City-Troy trains were the *Montreal Limiteds* and *Mount Royals*, which ran as separate schedules northbound but as first and second 62 southbound; the northbound Limited's Troy stop was only to receive passengers. Belt Line trains carried through New York City equipment for/from the Rutland's Montreal day trains; two morning trains weekdays and the 1:00 pm daily had through equipment for New York City trains out of Albany; northbound only one except-Sunday train was shown as having through equipment.

To be continued next month.

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The Metropolis Monograph

by Robert A. Lowe

Amtrak

On July 2, a federal appeals court ruled that Amtrak employees could not walk off the job in a one day protest about funding.

President David Gunn reported that, due to economies, finances are better for Amtrak. However, he promotes a \$3 billion 5-year plan for infrastructure projects on 8-10 short haul routes to cut bottlenecks, install new signals, sidings, and provide double track. Some key points:

There are four drawbridges east of New London, CT that are a century old and causing problems. Two of them are movable, while a third is fixed but shifting. Total cost is projected at \$31 million.

Catenary needs to be replaced on the NEC.

The Portland-Seattle corridor needs to be upgraded at a cost of \$612 million, to eliminate problems with freights.

Washington to Charlotte, NC track needs new bridges and realignments.

Philadelphia to Harrisburg is already being rehabbed.

It is noted that these 8-10 short haul routes could be profitable, whereas the 14 long distance routes continue to hemorrhage money, with the loss claimed to be \$500 million annually.

Another problem is with a highway bridge at Kennebunk, ME, which buckled and had deficient remedial repairs. Down-easter service, which had been shut down for the Democratic National Convention at a cost of \$100,000, was terminated at Wells, ME, and passengers substituted to Portland.

Meanwhile, Amtrak has a continuing problem with aging equipment. Roughly 80% of the rolling stock is in service; the goal is 85%. New cars should be running on the NEC by 2007, and the AutoTrain will get 80 new cars.

The Amtrak board is currently reduced to two from a maximum of seven. It appears nominees by the Bush Administration are being held up by Congress.

On June 12, the *Empire Builder* celebrated its 75th anniversary. Ridership this year is up 13%.

Michigan services have grown: the new *Blue Water* is up 8.8%, while the *Pere Marquette* is up 11.7%. The *Wolverine* was up 13.6%. The *Texas Eagle* has had on-time problems rise from 22 to 62%, while ridership is up 16% and many trains are at capacity.

High speed Milwaukee-Madison, WI service is under consideration. There could be six round trips running at up to 110 mph. Ten Chicago-Milwaukee round trips could run up to 110 mph if track is improved.

It was reported that New York State owes Amtrak \$4.4 million for its NYC-Montreal *Adirondack* subsidy. NYS says it is waiting for ridership and revenue information.

Acelas now carry 2.5 million riders annually, and could produce \$60.2 million in claimed profits. Promotions should be made to the business traveler.

On June 18, AT&T Wireless started Internet access on the NEC between Boston and Baltimore.

On June 7, heavy rains, flooding, and a levee break caused rerouting of Amtrak trains from BNSF in the central valley of California.

On July 1, a BNSF derailment near Ardmore, OK halted the *Heartland Flyer*.

On July 20, a power outage outside the Hudson tunnels in New Jersey caused one-hour delays on Amtrak and NJT.

Rail security

Several more precautions were put in place during June and July.

On June 7, a second phase of passenger screening was initiated at Washington Union station, using "Transit or Rail Inspection Pilot" (TRIP). This includes screening checked baggage and carry-ons, x-ray scanning of passengers, bomb-sniffing dogs, and handheld wands "to detect explosives". This continued until June 30.

A third phase was started on the Shoreline East runs east of New Haven, CT. In a month-long test, x-rays screening of carry ons and tickets swiping are aimed at detecting explosives. Also, agents observe passengers on the train and en route. It is believed the ridership is low enough so complaints about delays can be overlooked.

Starting in July, many Amtrak riders will be screened as they board trains, with the aim of finding explosives. Baggage and carry ons will be x-rayed, and a machine will sniff for explosives. These programs are concentrated at larger stations.

There were some incidents. On June 5, a gun-toting rider was arrested at Chesterton, IN. On June 6, Washington-bound Train #30 was stopped at Cumberland, MD; passengers were questioned, and a "suspicious" man removed. On June 15, there was a bomb scare late at night at the New Haven, CT station. On July 6, the eastbound *Empire Builder* was stopped at Portage, WI, after bomb threats were received. They proved unfounded and the perpetrator arrested, though it cost Amtrak \$100,000. Finally, on July 22, a threatening note on NYC-bound Amtrak Train #170 led to the train being stopped at Newark Penn Station; all passengers and a bathroom were searched. Messages described as pro-Muslim and anti-Semitic were found posted in a bathroom. It appeared to be a hoax.

On August 2, there was a high alert nationwide over possible al-Qaeda attacks, leading to much heavier security, especially in financial centers.

In July, the MTA stepped up announcements about unattended packages and suspicious persons. The phrase, "If you see something, say something" was promoted. However, there are questions about what "something" really means. Train delays caused by suspicious packages or activities are now the #1 cause of delays. K9 units are increasingly busy, with 124 calls in April. The number of transit police is up 39% since 2001.

Most everyone realizes how porous and hard to defend the transit system is. NYC alone has 3.8 million daily subway riders. Can police with assault rifles really provide full protection? One person can somehow evade all the security. Furthermore, the extra security burdens the economy.

Another vulnerable point is rail crossings from Canada. Persons wanting to enter the U.S. can hide in trains, and just 14 were caught in all of 2003. There is a gamma-ray machine for inspections.

Conventionally

The Democratic National Convention in Boston, MA went off without major security concerns July 26-29. As noted, I93 and North Station were shut down. There were random searches of transit riders, who had IDs checked. It was again noted how hard it is to patrol a mass transit system.

The Republican National Convention will be held in NYC, Aug. 28-Sept. 2. Preparations at press time included closing all but two exits at Penn Station while all train service continues; security checks on

trains approaching P.S.; reservations required on all Amtrak trains (including Empire service, but not Keystone and Clocker services); random inspections en route, including baggage searches; and riders will be required to have ID.

There was to be normal subway service in NYC; LIRR has encouraged riders to use Hunterspoint and Flatbush service.

NJT will divert all Midtown Direct service to Hoboken and PATH, and most bathrooms will be locked, plus there will be a ban on overhead baggage rack usage.

Blast-resistant garbage cans (\$2000 each) will be installed; they are designed to direct any explosion upwards.

New area services

The Regional Plan Association formally opposed the "New York Jets" stadium proposed for the West Side, to be built over the LIRR yards, claiming there would be no long term economic benefits, and the area instead should be rezoned to high rise office and residential usage. The stadium proposal included \$2 billion for an extension of the #7 line to the Javits Center, as well as a connection to the High Line viaduct. This proposal has been strongly supported by Mayor Bloomberg.

Speaking of the High Line, there are four final designs for a linear park usage of the line. These are on display at the Center for Architecture. According to the **New York Times**, these "should give the High Line a new life and purpose while still respecting its serendipitous character as a streak of wilderness in the city".

Second, the proposed arena for the NJ Nets over the Atlantic Terminal yards in Brooklyn has received opposition from taxpayers, saying they are opposed to handing over millions of dollars to "wealthy developers" for projects of questionable economic benefit.

Finally, jumping on the bandwagon, the New York Yankees proposed to build a new stadium a block from the current one (the "house that Ruth built"), but supposedly using their own money and other private funding. They would request public funding for a M-NR station, plus highway and subway connections.

Gov. George Pataki appealed to the Bush Administration to allow \$2 billion in cash to be diverted from 9-11 aid to help build the \$6 billion LIRR connection to JFK Airport; it had been projected to use Liberty Zone Tax Credits. This would include a new 3-mile tunnel and connector at Jamaica. It appears this was approved.

Meanwhile, the \$400 million rebuilding of the South Ferry station will proceed. It will allow 10-car trains and connections to the Whitehall subway station. Improvements to the above-ground Battery Park would be included.

For the first six months, the AirTrain from Jamaica to JFK has increased daily ridership to 26,500 (34,000 is the goal), and had its millionth paying passenger. 2.6 million have ridden free within JFK. Best day for paying passengers was May 28, when 9,211 rode.

New Jersey strongly seeks another Hudson Tunnel because 100,000 rush-hour riders are projected by 2015. \$2 billion or the \$5 billion total is sought from the federal government.

A DEIS for a rail freight tunnel between Brooklyn and New Jersey was received in May. It appears the favored route is be Sunset Park, Brooklyn to Greenville Yard, Jersey City, as the Staten Island routing would be too circuitous. There is question whether it should be single or double track. Some detriments are increased truck transfers in Maspeth, Queens, and its possible role as a trash carrier.

Options are being considered for commuter rail service in Monmouth-Ocean-Middlesex counties (NJ) using Conrail trackage (former PRR and CNJ). One option is to connect Lakehurst with the NEC at Monmouth Junction, connecting with the NJCL at Red Bank, or the NEC at Matawan. These counties have high growth projections (Monmouth 10%, Ocean 36%, Middlesex 25%) by 2025.

Congress has stripped \$40 million from the GPO conversion to a new Penn Station (named for Senator Moynihan), diverting it to the LIRR East Side Access project. It is uncertain how the hole will be plugged.

Metro-North Railroad

May on-time percentage was 97.4, June's 96.7 (93.1 and 94.4 respectively west of Hudson). Ridership was down 2.3% in April, and down 0.2% in May.

On July 21, out of service M-U's at New Rochelle crossing over the tracks ensnared their pantographs in the catenary, pulling it down. All tracks were out of service for about six hours.

To date, 39 Comet V coaches (of 65) have been received for west of Hudson service, the two remanufactured diesels are in service, and 34 M7's are in service.

The new Secaucus Transfer has allowed faster schedules to mid-Manhattan, and service expanded on both the Port Jervis and Pascack Valley lines. Roughly 20% of peak riders are using it, as are 50% of weekend riders. Overall ridership on the Pascack Valley line is up 12%. However, the reopened PATH WTC station continues to be well utilized.

M-NR needs to maintain 965 units: 725 M-U's (not including M7's); 189 coaches; and 51 diesel engines. These are cycled through Reliability Centered Maintenance with daily, 60-day, 368-day, and 1104-day

cyclical inspections. Meanwhile, effort is being made to improve seat replacements, using the Highbridge Car Appearance Facility. Roughly 15% of the fleet had some replacements during the first six months; 48 cars are slated for complete seat replacement. The current fire resistant cushions with better supports will help answer a major rider complaint.

Grand Central rehab

Grand Central Terminal is 91 years old, and the exterior limestone is receiving cleaning and repair. Currently the western and eastern sides are being done; later, the southern side. The northern side will not be touched. The work includes power washing, repointing, repairing cracks, and replacing missing parts. Windows will be redone. This is part of a \$21 million project. The copper roof and statuary were done previously.

GCT shuts down between 1:30 and 5:30 a.m. daily. Any late riders are out of luck; if they can, they resort to expensive cabs. 95.9% of the retail space at GCT is leased, with the final 3.1% in negotiation.

27,000 sq. ft. of blue-rose patterned carpeting was installed in Vanderbilt Hall as a promotion.

GCT is famous for its clocks, especially the 4-faced one. However, the four clocks show differing times, as they are not synchronized. A \$59,000 master clock will synchronize with the National Bureau of Standards atomic clock. Meanwhile, the electromechanical devices and clock motors are wearing out. It appears the digital video monitors are in a separate realm (**New York Times**).

Connecticut news

A hearing was held on July 20 about a Hartford-New Haven commuter service, which could offer 14 new trips, running about every half hour.

In July I wrote about 2,000 new rail cars for the NH Line. That should have read *2,000 added seats*. \$100 million should be spent for new NH Line equipment by 2035, with 65% paid by ConnDOT. By Fall 2004, 4,000 seats are planned, with 20 new cars and 38 used cars from VRE. Meanwhile, "accelerated acquisition" aims to purchase 12 electrics and 40 coaches over the next 2-4 years.

The \$546,000 rehab of the New Haven Union Station was not done according to proper bidding rules. It contributed to the downfall of the previous Rowland administration.

New Jersey Transit

NJT was 25 years old in July. Rail ridership in the first nine months of FY 2004 (starting July 2003) was up 3% after 9-11. The old Erie routes were up 10%,

while the Newark City Subway was up 11%. May O-T% was 95.3, 95.5 in June.

On June 17, a wheel fell off a coach in an out-of-service train in the Suffern yard. It had just come off Train #1119, which had been traveling upwards of 70 mph, but was now moving at yard speed. This was the second such incident in two years, the other being an in-service M-U in July 2003. All equipment was immediately inspected, and wayside heat detectors will be installed to detect flaws in wheels in motion. The usual cause is a bad seal on a bearing, causing lubricants to leak out.

As of June 21, River Line trains operate every 15 minutes. Ridership is up to 4200 daily, 4800 on weekends.

The FY 2005 budget will be \$1.34 billion for operations, and \$1.19 billion capital. There will be no fare increase, though the use of capital funds for operations will be frozen. NJT will prohibit gum to be sold in station newsstands, as it becomes a sanitary and cleaning problem.

Alstom is a year late in delivering the final 45 Comet V cars, as well as building 33 new diesel engines.

The Lower Hackensack lift bridge on the M&E line will be rebuilt.

A mock up of new bi-level coaches was reviewed at Bombardier. The cars feature 2x2 seats, which are wider with molded seat backs.

Long Island Rail Road

O-T% in May was 94.9, June 93.5. Ridership was down 4.4% in April, 2% in June.

On May 21, a new interim westerly bridge was opened at Jamaica Station, allowing a staircase to each platform. The permanent bridge will have two sets of staircases.

P.A.T.H.

It will cost \$809 million to replace the car fleet. There will be 246 new cars, plus a car maintenance facility, an upgrade of the Harrison Maintenance facility, and a new signal system. Cars will have improved lighting, improved air conditioning and heating, cantilevered seats, and pre-recorded station announcements. There will be three doors on each side.

The Exchange Place station in Jersey City now has 11,200 daily riders after being shut down in the aftermath of 9-11. Before that, it had 15,000 daily riders.

Industry news

On July 11-12, the New York Times had extensive front page articles on rail crossing accidents and deaths. The number of grade crossing deaths declined by 50% since 1990, attributed to closed crossings, and gates and lights installed. There remain 250,000 crossings without gates and

lights, with deaths in 2004 up 10%. Often-times vegetation growth hides the trains from view.

While no railroads remain immune, two major railroads were singled out; on both the UP and CSX, records were falsified, defective signal parts were swapped for new ones, and the incidents were covered up. It appears evidence was lost or intentionally destroyed, and crashes were not reported. As a result, authorities could not investigate evidence. It appears "black boxes", some of which may have been defective, were lost. It is noted that such boxes remain in possession of the railroads that download them, and they control the data. While public agencies (state or federal) may pay for gates and lights, they are installed and maintained by the railroads. It also appears railroad lawyers often place the auto driver at fault.

Las Vegas opened the first four miles of its monorail on July 15. It is promoted as a "real trip", and is sponsored by an individual casino since no public funding was used. The 4-car trains, built by Bombardier, make seven stops during the run, with speeds up to 50 mph.

In July, I described the May 31 fire on the Seattle Monorail. It appears a low speed drive shaft broke, causing a high speed shaft to rotate faster, which then broke into pieces, penetrating the housing, causing sparks. Soon a short circuit developed, a fire ignited, and a circuit breaker tripped. This happened in minutes, and the monorail is still shut down indefinitely. It carried 400,000 in a typical July, but temporary shuttle buses have struggled to carry 100,000 in the same month.

On June 28, three died near San Antonio, TX from chlorine gas after a UP train hit a BNSF train.

Russ Lowe reports that on June 13, CPR Hudson steam engine 2816 used CSX between Buffalo and Cleveland, not the planned NS line, which shuns steam. The engine set off a hotbox detector at Madison, OH.

The Cuyahoga Valley Scenic RR has acquired a self propelled diesel coach (RDC #M3), which it offers to private groups for parties. It originally served on the NYS&W.

In May I reported on congestion on the Union Pacific in California. It now is blamed for slow coal movements from the Elk Creek area on the North Fork Valley (Craig Branch) in Colorado (which is now the sixth largest coal producing state). Needed are more crews and locomotives to traverse the single track, mountain railroad. There are over four mile-long trains daily, but more are needed.

Virginia Railway Express raised ticket prices 4-11% on June 28, and the tickets are no longer interchangeable with Amtrak.

USA Today on July 30 had two feature articles. One was new trolleys in southern towns. Charlotte on June 28 opened a trolley line extension from South End to the new Convention Center, using three replicas and one restored car. In April, New Orleans opened its new Canal Street service. In March, Memphis opened a 2-mile extension of its downtown trolley. In October, Little Rock will open its 2.5-mile River Rail line, with eventual extension to the Clinton Library. Philadelphia seeks to revive its Girard Avenue trolley.

Then there were ten "choo-choo" heritage museums covered, including:

- the O. Winston Link Museum in Roanoke, VA;
- the Galveston Island RR Museum in Galveston, TX;
- the Grand Canyon Railway, with vintage trains to the Grand Canyon, running out of Williams, AZ;
- the Durham Western Heritage Museum in Omaha, NE Union station;
- Clara's Lansing, MI station in the old Michigan Central station there;
- the East Broad Top Railroad station in Rockhill Furnace, with both EBT narrow gauge and trolleys running from the station to adjacent Orbisonia;
- Depot Theater in Westport, NY, an old D&H station with theater productions;
- the Orange Empire Railway Museum in Perris, CA, with operating Ventura County #2 steam engine and many trolleys;
- the Cincinnati Museum in the old art deco station (Cincinnati Union Terminal); and,
- Livingston Depot Center, Livingston, MT, in the former Northern Pacific station.

Internationally

On July 23, a new high speed train derailed near Mecece, Turkey killing 36. The service had started June 4, and it was believed the old trackage could not hold it.

On June 16, 20 were killed when a Bombay-bound train derailed in India.

The two Koreas plan a rail link for freight trains by October.

New York City subways

The MTA is projecting a shortfall of \$766 million in 2005, \$1 billion by 2006. This is despite increased residential mortgage taxes, commercial real estate taxes, higher fuel tax receipts, and contained expenses. It insists the basic fare will be kept at \$2, but most everything else will rise: weekly unlimited cards will go to \$24; monthly cards up \$5; and commuter fares up about 5%, plus higher liquor prices. There may also be service reductions and reduced cleaning and a postponed start of M-NR's Mid-Harlem third track service.

There will be a \$27.8 billion 5-year capital plan. The City and State used to contribute 30% of the capital plan, but now the state, feeling financial pressures elsewhere, provides nothing, while the city a relatively minuscule 2%. One alternative is to seek private sponsorship of a station or an entire subway line.

In October, the L line will ease into an automated line in a \$287 million project. This type of system is in use in many other places. The present system has blocks every 300 feet, but is subject to signal failures. Now, new trackside radio transponders every 600 feet will send messages to an on-board computer. This will allow 20% more trains, up to 31 per hour. There will be one crewmember aboard. This project will later be extended to the #7 and F lines.

The MetroCard readers take real punishment. In 65-70% of failures, the reader gets dirty, largely from use of discarded cards and steel dust. In 10-15% of the cases, circuit boards fail. New reader units are being installed, especially aimed at detecting fraudulent cards.

The #6 line was judged best train, the N the worst. Trains generally are cleaner, less crowded, have better announcements, and break down less. Meanwhile, Redbirds (including vintage R12's) were used on the Nostalgia Train on the #7.

In closing

Darius McCollum was arrested yet again. He has spent a third of his life behind bars for various transit-related crimes, including posing as a transit worker. This June he was arrested in the LIRR Jamaica yard, posing as an independent railroad safety consultant inspecting M7's from Bombardier. He used his usual M.O. of false identification and being assertive, including having keys to equipment.

It had been noted on TV newscasts that security was very lax at the Jamaica station, with easy access to the tracks and drums of possible hazardous chemicals. McCollum has been diagnosed with Asperger's syndrome, a variation of autism. Such persons have trouble socializing or making eye contact, and can have an obsession with objects. In his case, it's trains, and he can relate much trivia.

William I. Grant is now 84. In 1944, he commanded a tug, the *Kiowa*, that hauled 3-barge floats loaded with freight cars. Along with 11 other tugs and a total of 36 floats, the flotilla took three weeks to deliver the cargo from Brooklyn to Falmouth, England, via Bermuda.

Thanks!

Thanks this month to Marjorie Anders and Dan Brucker, **Russ Lowe**, and Sam Zambuto. As usual, if you have any ques-

tions and/or comments about this or any other item in the *Bulletin*, please contact either the Publications Office (2476 Whitehall Ct., Niskayuna NY 12309) or the author (Robert A. Lowe, 334 E. 116th St., New York City, NY 10029; rlowe@rbscc.org).

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Local Wayfreight from page 20

taurants served fresh crab legs, which normally taste flat to me here at home; however, as they were caught fresh and cooked in seawater, they were incredibly tasty.

After filling the paunch, we drove around to see if there was any railroad activity that I might videotape. I spotted a modified Alco engine that belonged to the Port. Since the engine was outside the fenced-in area, I assumed it was okay to photograph it. I noticed the wheel flanges had a grease lubricator on each flangewhile the security guard was noticing me. My identification was requested, and a search was run through the FBI (according to the burly guard), and after 20 minutes I was allowed to depart with a "don't come back" warning. I imagine this was his way of showing the boss that he was on guard, as he could easily see that I was not a problem (although I did apparently step on the property when I took a close up of the flange greaser). That was my introduction to railfanning in Alaska.

We drove by the engine facility, but it is built right adjacent to a main expressway, and there was no safe way to take any pictures. I was really distressed over this, and considered being dropped off so I could shoot from the guard rails, but my Canadian friend Arnold Mooney had recently lost his best friend when he was killed by an automobile in Pennsylvania under similar circumstances (trying to shoot pictures from a bridge overlooking tracks). I had second thoughts and decided I had learned a lesson from his disastrous misfortune.

Seward's Folly

Everyone remembers their grammar school history concerning William H. Seward and his incredible purchase of Alaska from the Russians in 1867, but did you know that his homestead is still magnificently intact in Auburn, NY? Unlike other historic homes which often integrate period artifacts from other places, the Seward house has a collection of original items used and collected by the Seward family. It was built in 1816 by Seward's father-in-law and was continuously occupied by family members until 1951. The structure and contents have been faithfully maintained through the foresight of a financial grant. A visitor can take an informative

and well hosted tour of the building and walk among fantastic priceless antiques rounded up or given as dignitary gifts from all over the globe. There are also 132 large framed prints and photographs of momentous occasions and famous world dignitaries such as William I, King of Prussia, the Prince of Bismarck, Napoleon I given by Napoleon III, Dom Pedro, Emperor of Brazil and Gutierrez, President of Columbia, to name a few.

Artifacts include things like a gold ring made from the original golden spike from the Pacific Railroad, a Bidarki skin boat with carved native Tlingit occupants from the Aleutian Islands. Also of note was a secret chamber to hide runaway slaves during the "underground railroad" period. Had Seward been caught hiding slaves, he would have been imprisoned despite his illustrious political position. Seward's extensive book collection contains an original copy of "Uncle Tom's Cabin" and other abolitionist writings, which I find fascinating. The house is a step back to a time when ornate woodwork was almost unheard of here in the new world. Most of the wood was shipped in from exotic lands, but some is local butternut, fashioned in ways I had never imagined, having always thought of butternut as having a slight edge over poplar.

I was very interested in the man who had such foresight and vision that he was able to see great value in Alaska when everyone else had a distorted view. William Seward was a celebrated statesman, Secretary of State, a U.S. Senator and a New York Governor.

There was no impediment in place to stop a Russian invasion of North America through Alaska, which was Seward's primary motivation. The Canadians were unable to protect their expansive borders, as is the case still to this day. This chunk of real estate provided security for our nation. While Seward was indeed a world traveler, he had not visited Alaska at any time before or during the purchase procedure, yet he knew from early travelers, prospectors, and trappers that this land held great wealth for future generations.

I wholeheartedly recommend a visit to the Seward estate located at 33 South St., Auburn, NY, 13021, tel. 315-252-1283, sewardhouse.org.

Friends of the BLHS

I sincerely thank the men who donated information for this column, whose names I cannot divulge. On behalf of the membership, I give you thanks for the information and still more thanks for the trust.

And remember folks, if you didn't enjoy my column, I really feel for you... but unfortunately, it's nausea.

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



Gotta Ride the Rails!

from the membership

Got a "rail" hankering? This is an irregular compendium of interesting rail-related places and/or trips you have visited (or maybe should have avoided!), as provided and/or retold by our members. Do you have a favorite place to visit, or train to ride? Let us know!

The Polar Bear Express

Riding the Vista-Dome Polar Bear
from Rev. Walter F. Smith

I must be something of an obscurest. The late David P. Morgan pointed out years ago in *Trains* magazine that there was much more fan interest in a basket case like the Ontario & Western than there ever was in a huge operation like the Seaboard Coast Line. I'm as guilty of that as the next fan, a romantic about small railroads in remote places, and really love lines like the D&H and the Rutland - in other words, railroad-ing's 90 pound weaklings.

I'm sure that is part of what led me to buy three videos about the Ontario Northland. The fact that I live across the river from Ontario also played a part. The province, though, is a huge place. The Canadian Pacific's *Canadian* used to take thirty hours to get out of it. We live a long way from the Ontario Northland's southern terminus at North Bay, but I decided this year to see "Ontario's Development Road" and to ride the summer *Polar Bear Express* which is mostly an excursion train to the still very much frontier area of James Bay and the Town of Moosonee, which is at Arctic tidewater.

The Ontario Northland may serve remote places, but it has an excellent web site. Tickets and package tours may be purchased on line at polarbearexpress.ca. We decided to buy a package of meals, motel, and a round trip on the *Polar Bear*.

Then came a pleasant surprise. While talking with our family about it, our two youngest grandchildren, now fourteen and twelve, decided they'd also like to go. They aren't really railfans, but like to be with Betty and me. There was also the lure of a couple of parks in Cochrane with wild animals. This town of 9000 is operational headquarters for the northern half of the ON, and the starting point of the *Polar Bear*.

And so it began

So on July 19, my daughter and her husband delivered the two kids to our door, and just before 9 a.m., we departed. We had motel reservations at North Bay for our first night.

Our route via Trans-Canada Highway 17 paralleled the Ottawa Valley Rail Link, the former CP trackage that extends from Smiths Falls to just outside Sudbury. From Carleton Place west, this is the route where the Montreal Section of the famed *Canadian* once ran. As we reached Smiths Falls, a short local of conventional cars was entering the CP yard eastbound from the Rail Link. He had two GP38's and perhaps 17 cars, many of them OMYA tanks. A little later, outside Renfrew, we met an eastbound with double stacks and autoracks as we spanned the Rail Link on an overpass. He had a long train, but there was no time to rubberneck. Later at Mattawa, another manifest with three ex-CP units was waiting to go west. The block signals still work here and he had the high green.

Unfortunately, the track structure does not look as it did in the days of the *Canadian* and *Dominion*. Ottawa Valley Rail Link is not the Canadian Pacific of 1954. Weeds dominate the main line, and the track looks like much of what is seen on Guilford, functional but definitely freight only.

By late afternoon, we reached North Bay, a city of 55,000 with highways under construction. We saw the main shops of Ontario Northland, but at that point I was much more interested in finding the motel we had reserved. Later, after a bit of rest and a meal, we found the old Canadian Pacific station, a massive stone affair now surrounded by a security fence. I recalled stepping off the *Canadian* there in 1971. Now there are hopeful signs about renovation. Rail Link has a yard here, and a freight was coming west, probably the same one we had seen in Mattawa.

On the waterfront of Lake Nipissing is an amusement park with a train for the

kiddies to ride, and a CP caboose painted an improbable green. This linear park, which goes on for a mile or more beside the railway, is a great place to walk, bike, and skateboard. A few hearty souls were even swimming, but the cloudy, windy evening seemed more suited to jeans and sweatshirts. We were all too tired for further exploring. The Comfort Inn seemed a comfort.

On to Cochrane

Next morning, after eating the motel breakfast, which was not "complimentary" but \$3.00 a head, we left North Bay and turned onto the green tunnel which is Route 11 for the last phase of our Cochrane journey. For the first thirty miles, Highway 11 and the Ontario Northland do not come near each other, but as we entered the village of Temagami, a cluster of stores and houses beside another of the endless lovely lakes of the area, the ON entered from the right. At the beautiful stone depot, now a museum and welcome center, the doors were open and people with luggage were on the platform! I had wondered about the timing of the Cochrane - Toronto *Northlander*, which operates on CN beyond North Bay. We had fortuitously arrived just as it was due.

Within ten minutes, the train came south with ON #1800, a GP38-2, leading a B-unit providing hotel power, and three of those old GO Transit cars that ON purchased and renovated after the Dutch TEE trains they ran for so long simply wore out. The *Northlander* accepted four fares and whistled off. In the depot/welcome center, I purchased a package of five postcards and we continued north. Though we passed over tracks in a number of locations and saw a large yard off to our right in Englehart, we encountered no further action. By 1330 hours, we had arrived in Cochrane.

Little Bear runs

After settling into the motel which was part of the package - clean but Spartan - we set out to explore. As we drove up the access road to an amusement park, which happened to run beside the yard and ON station, the *Little Bear*, the mixed train from Moosonee, arrived with two GP38-2's, boxcars, trailers and personal vehicles on flatcars, and more former GO passenger cars on the tail. A few miles up at Fraserdale, the through highways end and the ON is the only game in town, other than bush planes. The *Little Bear*, which is tri-weekly in each direction the year round, had a surprisingly substantial train, including the famed canoe car, which transports the boats for wilderness campers. Lashing your canoe to this car is a do-it-yourself operation, with an additional \$50 charge if O.N.

continued on page 37



The Railroad Archaeologist

by Scott J. Whitney

Service interruption

The hottest news from my neck of the woods is that GRS train WJED piled itself up on the north switch of the siding at Hartland, VT around 0630 on July 3. Apparently, one wheelset of the sixth head car came off at around mileage 9.5 on the New England Central's Roxbury Subdivision, just a few miles south of White River Jct. The derailed car went unnoticed by the crew (!?) for the next five miles, crushing ties and shearing bolts along the way. When the car finally reached the north switch at Hartland, it was all over in a flash, as at least seven cars also derailed, with some rolling on their sides. Not a good morning for Guilford.

The derailment still was being cleared as of July 5, as deployment of personnel was slowed by the long holiday weekend. Several track machines from Vermont Rail System were generously brought to White River to assist in track repairs on the NECR main. Meanwhile, two sidewinder dozers and the two GRS rail/highway cranes were brought to the scene to start the clearing process.

Fortunate is the fact that the holiday weekend was a natural slowdown for traffic, so the impact on that front would be minimal. However, Amtrak was forced to terminate its southbound *Vermont* at White River Junction, and run bus service between there and Springfield, MA.

White River Flyer

Regularly scheduled tourist passenger service out of White River Junction, VT started for the very first time on Saturday, July 3. On that day, over two hundred individuals made the journey between White River and Norwich, VT along the Connecticut River Division of Washington County Railroad aboard Green Mountain Railroad passenger equipment. Most of those aboard detrained at the Montshire Museum of Science just south of Norwich. The ride and museum entry are offered as a combined ticket purchase, in addition to the train ride alone.

An interesting side note is that, due to Amtrak terminating in White River (due to GRS's previously mentioned derailment), there was a beautiful across-the-platform photo opportunity all weekend long during the day, as the *Vermont* train set and the WRF's push-pull consist was posed side by side between Flyer trips.

The ties that bind

Track reconstruction along VRS's Connecticut River Division is poised to begin, as several thousand ties have been delivered to the area. In the White River yard, a new crossover will connect the NECR and WACR yards once and for all, so that all interchange may take place in the WACR yard. The entire area inside the wye across from the passenger station has been cleared, and will become the parking area for the tour train operation, as well as coach yard.

For HO Alco fans

I can't imagine any fan of Vermont Rail System not knowing it yet, but the HO and N scale models of Green Mountain Railroad's RS1 #405 have been delivered to hobby shops by now. As far as I know, they sold out quickly at Atlas, so you might want to get one anywhere you can. The HO model came out very nice, and the paint job is excellent with but one minor flaw (one handrail that is yellow instead of green; no big deal). The colors are dead on accurate too, even down to the fact that the yellow on the GMRC herald is a shade lighter than the rest of the yellow on the unit.

I've long speculated that the 405 is the single most published diesel locomotive in North America, having been operating in the public eye on first the Rutland and then the Green Mountain for over 50 years. It's a credit to Atlas that they decided to offer this fine model.

White River progress

Work continues with regard to Vermont Rail System's rehabilitation of the trackage in and around White River Junction, VT. By the time you read this, a new crossover should be installed between the New England Central and the VRS yard, allowing easy movement between the two roads. Track 3 has been reconnected, after having been robbed of rail by former tenant Iron Road.

At least one item of D&H interest showed up recently, in the form of a carload of ties in a former D&H gondola. Now marked MEC since it was abducted from the D&H by GRS, it still sports the D&H shields on the side.

Making tracks

Trackwork along the White River Junc-

tion to St. Johnsbury portion of the VRS's Connecticut River division began in earnest at the end of July. The tie gang was doing quite well the last I saw them, replacing around 600 ties per day.

ATCS

I learned recently that the "controversial" installations of radio towers by CP Rail along the D&H from Rouses Point to Schenectady are in preparation for the institution of ATCS signal control. For those of you who don't understand it, ATCS is signal control via transmitted radio signals.

Interestingly, techno railfans have now learned to receive and decode these signals using conventional equipment and computer software. This allows fans to track train movements in real time on computers. There are numerous places around the country where ATCS is already in use, and I am anxiously awaiting the new installations on the D&H. We've come a long way...

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

Gotta Ride from page 36

has to do it for you. The *Little Bear* stops anywhere on signal, and has coaches and a snack bar on board. The fan in me really wanted to ride this train.

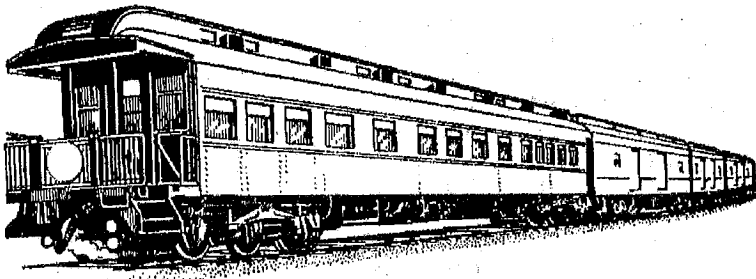
Later, as we munched popcorn chicken in a fast food joint at trackside, GP9's 1602 and 1607, the former badly in need of paint, drilled the *Little Bear* into the yard below the station. Where else are ancient geeps still the regular switchers? We went off to an animal park to see the moose and wolves and hear a charming teen, whose native language is French, give a lecture on wildlife, which consisted of delightfully accented English words and hand gestures worthy of a mime.

Late in the evening, my grandson Nick and I returned to the Cochrane station. A couple of buses came and went. ON does that too. The geeps marshalled a train, which I supposed was destined for North Bay later that night. Much of the traffic was boxcars, for this is paper mill country. We walked up the short rise behind the station to visit the Cochrane Museum, which is in five old railway cars behind 2-8-0 #137, a static display steam engine with the headlight on whenever the museum is open. One car is dedicated to hockey great Tim Horton, now of doughnut shop fame. Cochrane was his home town, and the museum was funded by his largesse.

As we settled for the night, a whistle heralded the arrival of the southbound *Polar Bear Express*. Tomorrow we would be on board.

Continued next month.

D&H-BLIS-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

CXI: Old young ladies

Thanks to **Chris Shepherd** for last month's "White Flags" Bulletin on Delaware & Hudson diesels and to **Doug Barron** for the "Summer Supplement" of reprints of D&H ads.

I've skimmed sixty of my old columns to find dates for some of the ads, as follows.

The oldest ad is the one for the Adirondack Railway before its acquisition by the D&H. The next oldest is the one with the really weird version of "The D&H" in script, calling the railroad "The Leading Tourists' Route of America"; it or one like it ran in the *Century Illustrated Monthly* sometime in 1888.

The young lady with the tennis racket (or canoe paddle?) posed next to a question mark representing the railroad route from New York City to Lake Placid appeared in the May 1906 issue of *Harper's*. (Note that J.W. Burdick, who was General Passenger Agent in 1888, still held that position.)

By 1911, the year of the ad featuring the Hotel Champlain and the Fort William Henry Hotel, A.A. Heard was G.P.A. The picture of the more or less prone young woman planning her vacation must date from approximately the same period. The ad featuring the "Canoeing Girl" must be from a few years earlier, since the postage it indicates for "A Summer Paradise" (300 pages or so) is four cents, not six cents as in the two ads just mentioned.

The "He Knew Champlain" ad with the statue of an Indian appeared in *Harper's Monthly* in 1913. The ad with a small image of the statue and the covers of the D&H Timetables and "A Summer Paradise", probably dates from about the same time.

The large ad for Sunday excursions to Lake George must come from a year during or after World War I, because it refers to Daylight Saving Time.

The 1935 ad for a special excursion to New York City shows E.T. Gillooley as General Passenger Agent. I'm pretty sure he still had that job in the early 1960's.

I'm guessing that the ad for commuter trains (actually, there was only one by the

time the ad ran, as the schedule shows) dates from the 1950's, and the one headed, "Can railroad passenger service be maintained between Montreal and New York?" from the 1960's. Does anyone out there know for sure?

"Something's coming..."

Two hours at trackside in Ayer, MA early in the morning of Saturday, June 12 included only two trains, one being the first inbound commuter run of the day. But two possibilities for waiting-for-the-train songs occurred to me. One is the number from early in *West Side Story* that starts, "Something's coming - something good..." The other would be sung to a tune that turns out to be not from the musical version of *The Rainmaker*, but rather a song written by Randy Newman in the 1960's.

Ayer and Gardner

The only other train I saw that morning was an intermodal that Guilford's ex-CN GP40-2's 504 and 511 pulled out of the Hill Yard onto the east leg of the wye around 6:15 and pushed back in a few minutes later. Since the train didn't re-emerge from the yard in the next two hours, I gradually realized that the engines must have been spotting its cars for unloading, not preparing to depart.

I never did see the far end of the train, but on the cars I could see I counted at least 13 trailers and at least 16 containers. The locos were coupled back to back, which I think looks classy.

The next Saturday morning I found an eastbound freight train stopped beside Route 2 in Gardner. At the head end were Maine Central 343, Springfield Terminal SD26 619, MEC GP40's 314 and 373, the latter with a high short hood. The consist included a block of Staley tank cars almost surely destined to the soft drink bottler in Ayer, some longish ADM tanks that might have been consigned to Cain's food processing plant in the same town, various boxcars, and a Wisconsin Central Center Flow covered hopper. I was particularly glad to see the 619, since I'm expecting an Atlas HO model of that most unusual engine in October.

Bound for the D&H?

About 7:35 on the morning of Saturday, June 26 I saw a westbound freight with six locos and 77 cars rumble through Ayer, going about 35 miles an hour. The lashup was Maine Central ex-Conrail GP40's 316

and 313, MEC ex-CN GP40-2 wide nose 514, Springfield Terminal ex-NS GP35 with a high short hood, MEC GP40-2 505 and MEC GP40 314. All were EMD, all were four-axle, and all were in Guilford colors; kinda dull.

The freight cars were more interesting. They included 38 boxcars (some high cube, mostly not), seven loaded center beam flatcars, two empty intermodal flatcars, three covered gondolas, nine covered hoppers, one regular gon, two five-unit spine cars carrying a total of five EMP containers, and 15 tank cars.

Notable among the boxcars were at least five of the Maine Central waffle-side, plug-door 50-footers in Guilford paint, two blue Boston & Maine cars, a freshly painted green car with white CRLE reporting marks but a yellow New Brunswick Southern road name, three black (or VERY dark blue) cars with the St. Lawrence & Atlantic's name in fancy yellow, and a green ex-Canadian Pacific NSC newsprint car restenciled with QGRY (Quebec Gatineau Railway) initials.

The empty XTTX flatcar had a more pronounced camber ("hump") than any I'd seen before. Most of the center beams weren't carrying loads from Irving but from other forest product companies, including Fawcett's. The trio of black gons with white covers belonged to the David J. Joseph concern.

At least the top part of the tank of every one of the tank cars was white, and I think all of them were marked for clay slurry or calcium carbonate only. Clearly they were heading back to the kaolin pits in Georgia or South Carolina. Two of the covered hoppers were from the Sandersville Railroad, well known as "The Kaolin Road".

Almost surely this train had come from Maine, forwarding cars bound for the South. Since it headed straight west instead of turning onto the Worcester line at Ayer, I strongly suspect it was heading for the D&H rather than CSX.

TT's

Many railfans would interpret that expression to mean timetables. But it appears to be one of several terms used by MBTA employees to refer to the "trackless trolleys" that operate out of the barn on Massachusetts Avenue in North Cambridge.

A friendly operator working one of the older trolley buses early in the morning tells me that only a few of the new Czech-designed vehicles are in service so far. I haven't managed to ride one yet. But I did a double-take when I noticed that the trolley poles on the new trackless trolleys are yellow instead of the usual grungy black. And I'm very pleased that the outdoor electric route signs are much more legible

than any used on T vehicles since the traditional roll signs apparently were deemed obsolete.

North Conway and points north

A week vacationing on Lake Winnepesaukee's Tuftonboro Neck in July allowed me to enjoy a few railroad-related sights, especially near the northern end of the former Boston & Maine Conway branch. (I piggybacked on my wife's desire to shop at outlets in North Conway one day and to spend time with a cousin there the next.)

The Conway Scenic Railroad appears to be doing very well. I saw ex-Maine Central GP9 573 power "Valley" trains and a lunch train to Bartlett; "Support Our Troops" banners have been affixed to the pine tree heralds on the sides of her cabs. As always, the active locos and passenger cars looked immaculate.

Combine 102, "Cathedral Ridge", a wooden Delaware & Hudson car that wore the same number for the last part of its service on the D&H, still needs repair to its left side, near the baggage door; its roof apparently also needs work, but at least it's covered. This car was one of the first the CSRR acquired (in 1974); it has been out of service for several years. It is, however, listed on the equipment roster that the railroad hands out on request.

The model railroad in the old B&M freight house at North Conway was open the day I visited; it's well worth spending some time observing.

My wife was very favorably impressed with a garden of Asian lilies of several unusual colors at the north end of the North Conway station. The Courtyard Cafe, a stone's throw away, serves excellent and remarkably inexpensive food either in its lower level restaurant or at outdoor tables facing either the station or the main street.

Hartmann's Model Railroad Museum in Intervale, a few miles farther north, is also worth visiting. The collection includes both European and American trains in almost every conceivable scale; several layouts operate.

After touring the museum (and the adjacent hobby shop), I drove no more than a couple of miles north to Glen Junction, a restaurant that advertises "A Cute Train - and Good Food, Too!" The train is a G gauger that runs from time to time on track above the restaurant's patrons' heads.

Other New Hampshire notes

I spotted two "recycled" cabooses I hadn't known about. One, next to an antiques store near the police station in Laco-
nia, is a real puzzler. Its cupola is centered on its all-welded body, on which the windows are also centered. The "passenger-style" trucks have B&M cast into them, but the body doesn't resemble any Boston &

Maine buggy I've seen "for real" or in a photo. The paint job looks unfinished and gives no clues as to the hack's previous owner.

The other is located on the east side of Route 16 in North Conway, right next to a car wash. It's an ex-Central Vermont (confirmed by letters cast into its trucks' sideframes) "long" wood caboose, apparently in very good shape. A neatly lettered sign indicates that it is now the office of the North Conway, New Hampshire, Alternative Auto Brokers. Unfortunately, an air conditioner has been stuck up on the roof just behind the cupola, in plain sight. When I mentioned this to my brother Fred, he suggested it might constitute caboose abuse. Why couldn't the auto brokers have hung it out a window on the side that's hidden from public view?

Actually, I think that the worst cases of caboose abuse are perpetrated by parties who don't keep up the caboose they've acquired. That, sadly, appears to be the present condition of the former D&H wood caboose that sits beside a road in Auburn, Mass.

Near the south end of Concord, NH I noticed two New England Southern Geeps. The 503 wears the line's rather attractive green livery with a map of the New England states and the road name on the end of its long hood. Low-hood GP10 566 is obviously a former Conrail engine; it still wears blue. I didn't have a chance to check whether the NEGS still has ex-D&H freight cars that it used in company service parked in what's left of the yard east of downtown.

Convention-al transit

The closing of Boston's North Station while the Democratic National Convention was held in the Fleet Center upstairs July 26-29, coupled with the closing of many highways nearby and for some distance north, caused less disruption than anticipated, mainly because a great many people stayed home or went on vacation elsewhere.

The Fitchburg and Haverhill Commuter Rail lines operated in a more convenient fashion than the Lowell and Rockport/Newburyport lines, since their riders could simply transfer to the Red and Orange rapid transit lines, respectively. Lowell line passengers had to switch to buses in Woburn, and those from the northeastern lines had to switch to buses in Lynn.

Extra trains were added, apparently reflecting a belief that many workers would go home early. Three additional afternoon and evening Fitchburg Route runs each way were presumably covered by a single "train set". I came and went about as usual, finding that the ridership on the morning trains was about half normal, while the

5:30 outbound from Porter was somewhat more heavily patronized.

The lighter than normal morning rush hour allowed me to park one morning in a normally impossible-to-get free spot near the South Acton station and to return on the "express express", which zipped there from Porter in half an hour flat. Very nice!

MBTA police with help from other law enforcement agencies did search some commuters' packages on other lines, but I didn't hear of that on the Fitchburg. We did see a Waltham policeman conspicuously carrying an M16 at the Brandeis/Roberts station on several mornings. And the self-service boxes containing the free Metro newspaper disappeared, allegedly so they could be upgraded to meet new "safety standards".

Many extra T personnel were on hand at Porter, and presumably at other major stations, to answer riders' questions about substitute service.

Service to and from North Station, not scheduled to resume until Saturday, July 30, actually started up again on Friday afternoon. But problems at Tower A caused big problems: the outbound train I boarded at Porter about 5:40 was the "express express" that should have been there at 4:50 and then run nonstop to South Acton; instead, after considerable confusion, it made all stops.

All told, the T must have taken a dreadful financial bath.

It did, however, find the wherewithal to provide DNC delegates free service on the Orange Line between North Station - which all regular trains went through without a stop - and Back Bay Station. This wasn't made public until after the convention; the official explanation was that a train full of convention delegates would have been a tempting target for terrorists.

Railfans reported that business cars from the BNSF, Norfolk Southern and Union Pacific were parked at North Station to provide office space - and some meals - for conventioners. Two CSX business cars were spotted at South Station, with an armed guard.

Ads in commuter train cars for several weeks had shown a couple enjoying a beautiful and all but deserted beach, with copy that started "Democracy is good. So is Maine. Why not escape the convention and come on down...", or words to that effect. One problem: Amtrak cancelled its "Down-easters" for the whole week, apparently not wanting to terminate trains at the Anderson Transportation Center in Woburn or Oak Grove instead of North Station.

The train from Maine

On the evening of Wednesday, July 28, member **Jim Hamlin**, who lives in south-
continued on page 40



From Our Web Site

from *John Shaw*,
edited by *Jim Bachorz*

This month's tidbit is an exchange between **Kip Grant (KG)** and **Jim Shaughnessy (JJS)**:

Kip Grant: I have a question about the term "accommodation train". I've seen it recently in an old memorandum regarding 1940's passenger trains, and I think you mentioned it in your book (maybe regarding the train that followed the *Laurentian* down from Whitehall). Anyway, what in heck did the term mean?

JJS: I'd say accommodation train is a fancy word for a local. It accommodated the needs of the smaller stations with mail, express, the occasional passenger and the like, without holding up the faster trains. They usually meet the faster train at some point, like No. 4, and ran ahead of the *Laurentian* to Whitehall, where a passenger who boarded No. 4 at Crown Point or Dresden could board No. 34 for his destination, as was the case with No. 3 on the northbound move. Trains 7 and 8 were a similar accommodation to Trains 9 and 10, the sleepers.

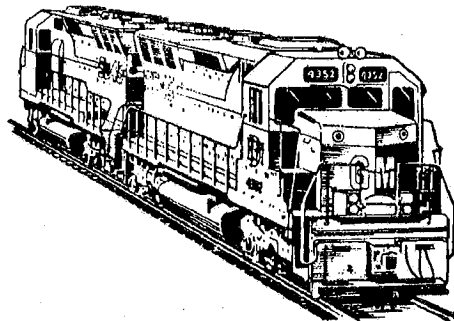
I think, at one time at least, you could board a sleeping car in Plattsburg earlier in the evening, on Train No. 8 - or it would pick the car up that had been spotted there for a while - and that car would be put on the sleeper, Train No. 10, at Whitehall or Albany. I'm not sure which location but you get the idea of how that accommodation system worked.

That's how I remember it working.

KG: Makes sense now. My Mom, who died just a few weeks ago, told me how, similar to your illustration, she remembered boarding a sleeping car parked at the Fort Edward depot around bedtime when traveling south for some reason. During the night, the car was coupled to a train on the main. The little stub track on which the sleeper would have been parked came off the southbound leg of the wye and swung over toward the north end of the depot, perpendicular to and about fifteen feet from the main. It explained the odd curve to the concrete retaining wall behind the station there.

Lo and behold, a few years ago when some grading was done in the adjacent parking lot, a few ties were exposed, still placed at what would have been the last few feet of that little spur.

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



In Helper Service (our additional volunteers)

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

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

In addition to our regular staff of contributors (see back cover), special thanks this month to: friends at CP/D&H; **Robert Dennis; Kip Grant; Frank Higbie; Andy Kirk; Bob LaPorte; Doug Lezette; Anne**

Oehlschlaeger; John Shaw; Jim Shaughnessy; Mike Vaiuso; and Ken Walton.

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Open Platform from page 39

western Maine, e-mailed me that the bridge carrying State Route 35 over the B&M main line in Kennebunk had been condemned and was to be removed, blocking trains for at least two days. He added, "The upshot is East Deerfield and any siding of length near the system must be packed, and it may be very interesting when the dam breaks."

That, plus the fact that I hadn't gone train-watching in Ayer for four weeks, prompted me to get up early on the 31st and head west. I got to the station at 6:30 but in the next hour saw no rail activity except the first inbound commuter train, running about seven minutes late.

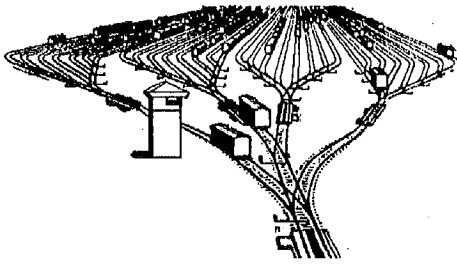
However, at the Hill Yard I saw Boston & Maine ex-Conrail GP40 326 and Springfield Terminal ex-ATSF SD26 621 at the north end of what certainly looked like a freight about to leave for Maine. It was mostly boxcars, but with five Sandersville covered hoppers and a dozen kaolin tank cars, plus empty center beam flatcars. At least five other locos in Guilford paint were near the north end of the yard.

About 8:21 intermodal cars (mostly flats or spine cars, but also a five-unit stack set) carrying EMP containers were backed over the west leg of the wye onto the track just south of the eastbound main. Maine Central ex-Canadian National wide nose GP40-2 509 was doing the pushing, cab first. It kept the cars going west, out of sight, until I heard the first one couple hard onto what must have been a string of cars farther down the track.

My guess was that these cars would be heading toward Maine, and also that if MEC 509 was to be their sole power, it would probably use the wye to allow it to pull the train cab first, for the sake of much better ability to see the track ahead. I couldn't wait to see if these guesses were correct.

En route east I visited the Willows, and found B&M ex-CR GP40 342 and MEC ex-NS high nose GP40 377 sitting on the Stony Brook branch just east of the grade crossing, with a string of freight cars behind them extending out of sight. As Eliza Doolittle might have said, it was plainly a train from Maine.

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



The Receiving Yard

by Doug Barron

Restructuring of D&H proposed... On June 30, 2004, Canadian Pacific and Norfolk Southern signed an agreement for an exchange of trackage rights and yard services that would allow a restructuring of Delaware & Hudson operations in the Northeast, and improve efficiency and build freight traffic.

Under the agreement, CPR is petitioning the STB to cease operations at its rail yard in Buffalo, NY, and hand the freight-handling chores there over to Norfolk Southern. CP will continue running trains through western New York to provide service to local shippers. CP leases a portion of NS's SK Yard to handle local operations, and has about four trains daily running on NS leased trackage. The agreement calls for NS to haul CP freight between Buffalo and Binghamton, and CP will haul NS freight between Saratoga and Rouses Point, NY. This will relieve CP of the costs of operating its Delaware & Hudson subsidiary, while enabling NS to reach New England via a direct Guilford connection in the Albany, NY area. This also means that NS power will likely replace CP SD40-2's on Guilford trains MOPO/POMO, which run between Mohawk yard and East Deerfield yard. NS will shift its yard operations in Binghamton to CP Rail's East Binghamton yard.

In addition, CP will operate over NS instead of CSX between Detroit, MI and Chicago, IL. NS will build a connection at Butler, IN where its Detroit - Fort Wayne and Chicago - Toledo lines cross at grade. The new NS route will be shorter than the CSX line that CP currently uses under a haulage agreement.

The CP-NS arrangement could fuel more freight hauling along Canadian Pacific's D&H lines between Saratoga Springs and Canada, and will spark the hiring of at least four more workers in the Saratoga area. Fred Green, Canadian Pacific's executive vice president for operations and marketing, said the line will provide a better option for some of Norfolk Southern's traffic to Montreal and should offer a good alternative to truck hauling.

New York State Transportation Commissioner Joseph Boardman said the agree-

ment "helps ensure a robust future for freight rail service throughout New York State and into Canada". He said he was pleased that the D&H Railway will be preserved in New York.

Canadian Pacific officials said it would be premature to say whether the agreement will lead to more business through the Port of Albany, but said they are optimistic that it will. Rob Ritchie, president of CP, said "We expect the changes will generate higher traffic volumes and revenues, greater productivity and lower costs." David Goode, NS's president, said, "This is an excellent example of railroads cooperating to better serve our customers."

CP Rail, NS, Albany *Times-Union*, P&R
RHS Colebrookdale Local, Railfan, Railpace

Amtrak threatens to stop running Adirondack... On the eve of the 30th anniversary of Amtrak's *Adirondack*, Amtrak threatened to stop running the service by the end of September if New York State didn't pay the \$4.4 million Amtrak says it is owed in back payments for the service.

When the *Adirondack* began operating in August 1974, it was with state assistance, something the state has continued since then. While the train has been popular with passengers and was the subject of a PBS documentary on the world's most scenic train routes, ticket revenues haven't covered costs, a point Amtrak says it has made with state officials. But the state DOT says Amtrak needs to provide more support for its financial claim.

Amtrak countered that the cash-strapped railroad has provided everything it has been asked to provide, and can't afford to keep waiting for the state's payment.

By July 2, NYS promised to pay Amtrak the \$4.4 million it owes. As a result, Amtrak has indicated it will operate the *Adirondack* between Albany and Montreal beyond the September 30 end-of-service date it had posted.

The *Adirondack* is one of two trains that serve the newly-rebuilt Saratoga Springs train station. Discontinuing the *Adirondack* would have left Saratoga Springs with one daily train in each direction, the *Ethan Allen* to Rutland, which Vermont subsidizes. Schenectady *Gazette*, Albany *Times-Union*

Canadian Pacific... has filed to abandon the Troy Branch, 1.3 miles, extending from MP T1.81 at Green Island, to MP T3.11, at Cohoes, NY. This trackage is immediately across the Hudson River from Troy Union Station [sic]. *Trains* magazine

Saratoga County... hopes to complete construction of the 8.9 mile Zim Smith recreation trail from Ballston Spa to Halfmoon late this year. The county received a federal grant in 2002 to develop the trail, which

is built on former Delaware & Hudson RR right-of-way [but which the towns or county stopped landowners from reclaiming].

Trail clearing began last year, and by this fall the county expects to hire a contractor for paving. Several years ago, the town of Malta paved the three-mile section of trail that runs through that town, but other sections have remained undeveloped pending funding. Schenectady *Gazette*

In May crews from R&R Railroad Contractors of Cabot, VT... began to remove the tracks of the former D&H's Albany Main Line. Permission to remove the tracks came in June 2003, when federal transportation authorities gave Canadian Pacific the go-ahead to abandon a 9-mile section of the railroad running from the Port of Albany to Voorheesville. The line was removed from service when on June 16, 2000, the diamond where the D&H line had crossed CSX tracks (former New York Central) at Voorheesville was removed. All dismantled equipment and materials will be recycled and used on other portions of the railroad. By June 2004, all of the rails and ties between Voorheesville and the Adams Street Crossing in Delmar had been removed. By the end of July, the remaining rails in Delmar and along the Normans Kill into Albany were gone.

The future of the corridor, however, is still uncertain, as CP is negotiating a sale of the land to Albany County. The county is considering plans to convert the corridor into a recreational trail and bike path.

A railroad has run along this route since 1863 when the Albany & Susquehanna Railroad laid down the first tracks. Commuter trains ran on this route between Albany and Altamont. Many of the passengers were kids from Altamont and everywhere in between, going to school in the city. The commuter trains stopped running in 1930.

There was also a daily passenger train running between Albany and Binghamton, but this ended in January 1963. The passenger station in Slingerlands was converted into a firehouse and later demolished to make way for the fire department's current facility. However, the former freight house in Slingerlands still stands. The stations at Delmar, Voorheesville, Meadowdale and Delanson would also be demolished.

The last passenger train traveled over the line on June 8, 1995 when CP Rail GP38-2 7305 pulled three business cars from the NYS&W over the entire 26 miles of the Albany Main from Albany to Delanson. The special made quite a sight west of Altamont as it gingerly cut through the heavily overgrown right-of-way.

While it is sad that the railroad's departure closed another chapter in this area's history, turning the unused space into some-

thing positive such as a rails-to-trails program will be a benefit, providing residents with a recreational alternative.

Delmar Spotlight

XO tower needs more funding to finish restoration...The city of Mechanicville is seeking corporate donations to finish the renovations of the former D&H's XO tower. The rehabilitation project started about four years ago, but was suspended when funds ran out. [Clad in builder's waterproofing paper for some time, it has been known as "Tyvek tower".]

Fueled by state grants, the city has been able to clean, secure and build new stairs at the site during the last five years. The final stages of refurbishment have been estimated to cost about \$35,000 and will require about 22 windows and four exterior doors.

The city would also like to get a photo of the trackage the tower controlled. The city hopes that the building could be used for a community meeting place for Girl or Boy Scout groups.

Schenectady Gazette

Canadian Pacific angers Mechanicville with communications tower...In July, CP Rail put up a 150-foot communications tower in Mechanicville and is planning a similar installation in Ballston Spa. However, the railroad did not present plans to the Mechanicville Planning Board or obtain a permit before starting work on the tower. A Canadian Pacific spokesman said that federal law governs all railroad land and that the company is not required to obtain permission from the city to build the tower. The tower is one of nine that have been erected in New York along Canadian Pacific rail lines. The towers are intended to improve radio communications between train operators and others working along the tracks.

CP wants targeted earlier for building two towers in the Adirondack Park without state approval. A spokesman for the Adirondack Council said that the towers spoil scenic views because they are very tall. The towers erected are "very visible" from Lake Champlain, it claims, violating the APA's tower construction regulations. Council Director Brian Houseal said "We thought Canadians were better neighbors than this. The four towers CP wants to build and operate are the height of the Statue of Liberty, but they are much less attractive." The Adirondack Park Agency issued a cease-and-desist order and could sue to require CP Rail to take the towers down. CP said that the company has no plans to quit the project, although it has held back on construction in the Adirondacks for now. CP wants to improve safety communications to end delays and allow freight and Amtrak passenger trains to run faster along its Delaware & Hudson line.

As for Mechanicville, the mayor said "I think they should have followed the proper channels. The tower went up without anyone from the city knowing about it." The city is looking into a review of the city building code and if a stop-work order can be issued with it being subject to penalty.

Schenectady Gazette, Albany Times-Union

NIMBYs win...The New Jersey company that wanted to build a \$600 million garbage incinerator in the former International Paper plant in Corinth, NY has decided not to pursue the project after facing intense local opposition. More than 3,000 people signed petitions against the plant over the last couple of months. The opponents said that burning tons of New York City garbage each day in Corinth would endanger the health of town and village residents.

American Ref-Fuel would have brought 48 railroad cars per day full of New York City garbage to Corinth for incineration. [The former IP plant is served by the D&H on its North Creek line.] American Ref-Fuel indicated right from the beginning that it would not pursue the multimillion dollar project if it did not have the support of elected officials and the Corinth community. The town and village together have about 6,000 residents.

Schenectady Gazette

Two men hit by CP Rail trains...On June 12, a 20-year-old man was in fair condition after being struck by a CP Rail train in Cobleskill, NY. The man was struck by a westbound train at about 4:45 a.m. near the South Grand Street overpass, near the former D&H station, which is now a bar. The man was sent by helicopter to Albany Medical Center Hospital for treatment.

On July 29, a 40-year-old man was struck by a CP Rail train in Cohoes, NY, but survived because he was knocked off the tracks instead of being dragged under the train. The crew of the train saw the man on the tracks near Newark Street in Cohoes around 6:30 p.m. The engineer immediately applied the brakes while blowing the horn. The conductor called 911, asking for an ambulance before the train had even come to a stop.

An ambulance took the unconscious man to Albany Medical Center Hospital where he was treated. Police will likely be charging him with trespassing.

Schenectady Gazette

Panel seeks improvements between New York City and Montreal...Dozens of New York transportation officials have gathered to draw up an outline of how they would improve the corridor between New York City and Montreal. They are looking at the Northway, rail lines, at the ports and airports along the route.

The funding for the study was obtained by Rep. John Sweeney (R-NY), whose district covers much of the same ground as the study.

Among some of the proposals in the study are expanding passenger rail service at Saratoga Springs by extending at least one daily train a day from Albany-Rensselaer to Schenectady and Saratoga, in addition to the two that already serve the city, and eventually adding a second daily round trip between New York City and Montreal. NYSDOT would subsidize the added service provided by Amtrak.

A parallel study is looking at the feasibility of high-speed rail along the corridor. In what is perhaps the most expensive proposal, rebuilding the corridor to allow passenger trains speeds of up to 150 mph, would cost an estimated \$4 billion.

One more modest suggestion to shorten the trip by rail is to shift customs and immigration inspections from the border to the rail station in downtown Montreal, where Amtrak's daily *Adirondack* passenger train begins and ends its run. Passengers would clear customs before boarding the train, or after arriving. Now, the train sits at the border as officials make their way through the cars. Delays of an hour or two often result.

Rail freight, meanwhile, now passes through a giant X-ray machine along the Delaware & Hudson Railway line as it enters the United States. "All the loads are going through that", said Denyse Nepveu, who represents CP Rail, parent company of the D&H. The Vertical Array Cargo Inspection System, as it is called, has so far caught some people "trying to smuggle themselves in". The machine has been operating since early spring. Because the train must slow down, the X-ray process does create some delay.

While the rail line isn't at capacity, efforts are under way to expand bridge and tunnel clearances along the route. Other project proposals include improvements at the Kenwood rail yard, just north of the Port of Albany.

Schenectady Gazette

Track and trails...Amtrak has begun a \$5.4 million project to repair and upgrade a 45-mile stretch of track to help avoid slow-downs between Stuyvesant and Hoffmans, NY. The plan is to install 36,000 new ties and align tracks to smooth the ride. The work is necessary to bring the tracks into a state of good repair. The track is owned by CSX and leased by Amtrak, which has responsibility for maintaining it.

On the other side of the Hudson river [sic], CSX is doing track work between Bergenfield, NJ and Athens, NY. Tie gangs will install over 57,000 ties and rail gangs will install 27,300 feet of new rail.

Schenectady Gazette, Conrail Technical Society

Battenkill Railroad and the EPA... The U.S. Environmental Protection Agency (EPA) is embarking on a multi-million dollar project to dredge PCBs out of the upper Hudson River that were dumped there years ago by the General Electric plant in Hudson Falls, NY, before such releases were deemed illegal. This massive project will involve removal of tons of sediment that will have to be de-watered, then shipped by rail for disposal.

The most logical transload site from barges into railcars is at Thompson, NY, where the Battenkill RR goes right down to the riverbank, but the EPA thought the Battenkill's line there was abandoned, and didn't even give this site consideration.

To illustrate the potential, BKRR General Manager Bill Taber assembled a 17-car train and, following considerable brush clearing, on May 11 operated it successfully over the line, which hadn't seen a train since the fall of 1984. The EPA is now reconsidering the BKRR proposal, which would provide much-needed revenue for this short line.

Railpace

CP Rail motive power... CPR has announced that it has on order another 41 units from General Electric of Erie, PA. The new C44ACW locomotives will be numbered 9800-9840, and the delivery schedule tentatively was to begin in mid-May of this year. It is said that CP has a deal with GE, whereas the railroad will deal exclusively with GE until the agreement expires in 2005. For every new AC received, the CP will scrap 1.5 SD40-2's.

The 9000-series "red barn" SD40-2F units are scheduled for overhaul this year. The one-time series 9000-9024 were built in 1988.

Leatherstocking RHS Rail Times

More problems with Rensselaer rail station... Work continues on upgrading the leaky upper deck of the parking garage. At first the cost was set at around \$200,000 for improving drainage and stopping leaks in the new garage; now the cost has risen to almost \$400,000. While this work has been going on the top of the parking garage, all the parking spaces on the upper deck are closed to the public. This forced people who had used the upper deck parking to find other spaces, included parking on the street. The parking problem has become a hot-button issue for the neighborhood because Amtrak customers tie up free on-street parking in front of their homes.

The parking garage has only 529 parking spaces, and on most days the garage has filled before 9 a.m. While the station is expected to run a \$418,000 operating budget deficit this year, following a \$575,452 deficit in 2003-04, the garage and

parking lots are headed for a second annual surplus of more than \$600,000.

Capital District Transportation Authority (CDTA) (which runs the station) Chairman David Stackrow said it comes as no real surprise that parking revenue helps keep the station running. "I don't know that the revenue from the station was ever going to match the costs to operate the station. To some degree, the parking revenue was always intended to cover for the fact that there isn't enough revenue coming in from tenants and concessionaires and other sources of income."

Another source of income that CDTA is trying is to rent out office space inside the station. The unusual train station office space is split among three rooms on a mezzanine overlooking the station's main floor, and has been vacant since the station opened in September 2002.

This is proving to be a tough sell. While the space is close to downtown Albany, it's not in downtown Albany. CDTA had hoped that office leases would contribute at least \$40,000 a year toward the operating costs of the station.

CDTA is also looking to lease out space in the former Amtrak station. When the new station was being built, the plan was for the former Amtrak station and the former Penn Central station next to it to be torn down when the new station was finished, and a fourth platform track would be built on the site of the two former stations. The plan to remove these buildings is on hold, since it isn't clear who would pay for their removal and the new track. So, the former Amtrak station sits empty.

When CDTA had the new Amtrak station built, they wanted to have a distinctive copper-domed clock tower atop the station. Now the four-sided clocks are having a problem staying in sync. The company that installed the tower's time-keeping equipment was called in to reset the clocks and repair any problems. The crew found nothing mechanically wrong with the clocks, and think that some power surges at the station may have caused the problem.

The station architect said the master computer that controls the four clock faces is supposed to have a built-in surge control system, as well as features such as automatic reset during transitions to and from daylight saving time. An engineer is evaluating whether more surge protectors are needed.

Albany Times-Union

Bill rescinds money for New York City train station... A House of Representatives committee has quietly stripped away \$40 million intended to pay for moving New York City's Pennsylvania Station train service into the historic James A. Farley

post office building, according to **Newsday** and A.P.

The federal funding, which has sat unused for several years while officials worked to build a train station in the historic Farley building across Eighth Avenue from Penn Station, was originally obtained by the late Sen. Daniel Patrick Moynihan (D-NY). Moynihan worked for years to create a huge rail hub inside a more architecturally impressive building than the basement under Madison Square Garden, where Penn Station is located.

Trains newswire via OLS

Facing the music... UP service slip prompted shippers to sound off at a San Francisco forum.

Shades of 1998? Perhaps Union Pacific Railroad's current service problems don't rival its post-SP merger meltdown, but the difficulties are costing the Class I some business. Because of a rebounding economy, increasing traffic and a train and engine-service worker shortage since last fall, UP's average train velocity dipped to 20.7 mph and terminal dwell time rose to more than 37 hours in March.

The Class I's hardest hit areas are the Pacific Northwest and Houston, where crews are struggling with low velocity, and yard and mainline congestion.

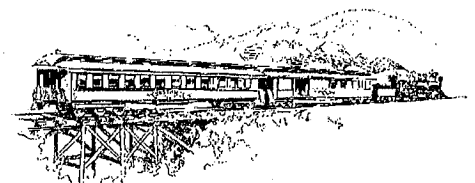
Between January and May, the Class I hired about 2,000 workers, added more than 300 locomotives and more than 2,000 rail cars, created customer service centers in Phoenix, AZ and West Colton, CA, built temporary transloading facilities in Arizona and California to keep cars out of congested yards, and reconstructed yard tracks to add capacity. By early May, UP had increased average velocity to more than 22 mph and reduced terminal dwell time to about 34.5 hours. But UP officials admit more needs to be done.

Progressive Railroading

What can you do for Brown?...Sluggish service already cost UP a large intermodal contract. In late April, UP suspended an expedited United Parcel Service New York City-to-Los Angeles train - which was meeting its 60-hour transit time goal - after paying to truck the freight for four weeks.

"UP said they wanted to continue to work on their system to get it fluid, and at some point would restore the cross-country train", says UPS spokesman Norman Black. "But they didn't define what they meant by 'some point'."

Progressive Railroading



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

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08/15/04