



Bridge Line Historical Society

Bulletin

Volume 36, Number 6

\$5.00

BRIDGE-LINE.ORG



June 2026



The Timetable

Bridge Line Historical Society

BRIDGE-LINE.ORG

Spring Meeting: June 6, at the Ambrosia Diner, Queensbury, NY; program by Bill Bibby.

BOD meetings - June 28. Sept. 20; Nov. 15; all at 1:45 PM, following the *Bulletin* mailing party at the BLHS Publications Office. Contact Barbara "Boss" Bachorz for information: brbachorz@gmail.com, tel. 518-374-9548.

Amherst Railway Society

amherstrail.org

Second Wed. of month, 7:30 PM, at Palmer, MA; info: 413-267-4555.

Boston & Maine RHS

bmrhs.org

Second Sat. of month, 3:30 PM, Rogers Hall, Rogers St., Lowell, MA.

Leatherstocking RHS

LRHS.com

Third Sat. of month, 5:00 PM at its Milford, NY C&CV depot.

Utica & Mohawk Valley NRHS

uticarometrains.org

Second Friday of month, September to June, at Zion Lutheran Church, New Hartford, NY.

Show Time! (other events)

Nov. 21: Albany Train Show, Polish Community Center, Albany, NY. 9 AM - 3 PM. For more info, visit albanystation.org

Area Tourist Railroads

Most of them are about to, or have already, resumed operations for the summer. Check their web sites to see current schedules and times.

- Adirondack Railway, Thendara, NY (to Tupper Lake or Utica); adirondackrr.com.

Cover: The D&H Sesquicentennial train, behind "D&H 302" (a Reading engine, "D&H-ified" by Colonie Shops for the sesquicentennial) rolls along the main during its tour of the D&H system.

- Berkshire Scenic RR, N. Adams, MA; berkshirescenicrailroad.org.
- Catskill Mountain RR, Kingston, NY; catskillmtrailroad.com.
- Cooperstown & Charlotte Valley Rwy., Milford, NY; lrhs.com.
- Delaware & Ulster RR, Arkville, NY; durr.org.
- Green Mountain RR, Cnester, VT; rails-vt.com.
- Saratoga Corinth & Hudson RR; Corinth, NY. Corinthtrain.com.
- Steamtown NHS, Scranton, PA; nps.gov/stea/index.htm. See item in this month's *Industry News* for more information on the Big Boy visit.
- Schoharie Valley Railroad Museum.

Area Railroad Police

If you see dangerous conditions on the railroad, call the number(s) below. If you have a potential rail customer on the NS, call 757-668-1632 (Commercial Development). CPKC's number is 518-383-7287.

Amtrak police: 800-331-0008

Berk. & E.: 800-955-9208

CPKC police: 800-716-9132

CSX police: 800-232-0144

NS main: 855-667-3655

NS police: 800-453-2530

Statement of Purpose

While the purpose of our *Bulletin* is as a historical publication dedicated to the Delaware & Hudson Railway, we do include material related to other railroads. D&H news, pictures or articles are not 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) D&H / NS / CPKC 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 per-member costs down).

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.

Bulletin Sales Outlets

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

- Amtrak Rensselaer station (East Street, Rensselaer, NY)
- Milepost Hobbies; 4207 State Route 30, Amsterdam, NY
- Schoharie Valley Railroad Museum, Schoharie, NY (Memorial Day to Columbus Day, weekends only)



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BLHS News and Views by Barb and Jim Bachorz

Spring Luncheon / Business Meeting

To be voted on is a restructuring of our Board of Directors, lowering the number from nine to six. The BOD terms will also be restructured to reflect that change. This means that the six Directors will be: **Chuck Frederici** and **Pete Piroha** (both up for election); **Tom McEntee** and **Dave Roberts** will be up for reelection late in 2026 and in 1927, **Dick Girard** and **Pete Rankin** will be up for reelection.

All Officers are up for election (President, Jim Bachorz; Vice President is Chris Shepherd; and the Secretary is Barbara Bachorz). The Treasurer position is Open, being temporarily filled by **John Milczarek**.

Note: These changes were earlier proposed for our Fall Luncheon, but the event was, unfortunately, cancelled. The Officers and Directors were held over until they can be replaced and/or reelected.

Welcome aboard

This month we'd like to welcome aboard **Andrew P. Avery** of Elmira, New York. We hope you enjoy the **Bulletin** and your membership in the BLHS.

Condolences

This month we'd like to express our sincere condolences to BLHS Board Member **Pete Rankin** and his family and friends on the recent death of his wife **Elsie**. She will be missed by all.

2026 CEIF contributors (this month)
Ed Kennedy. Thank you Ed!

2026 Patron members

Carl Belke; Gary J. Brandstetter; William D. Burt; Jim Howarth; William McColl; "Chuck" Perkett; Edward J. Zech; and John D. Zidik. Thank you all.

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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 members monthly. Opinions and comments contained herein do not necessarily reflect the views of the members, officers, or directors of the BLHS.

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Bulletin mailing service

If you are having a problem with receiving your **Bulletin**, please read the following, then contact us if you still need assistance.

● **Moved?** BEFORE you move, you must advise us of your new mail delivery address, and the date it takes effect. Notifying the Post Office of your new address does not ensure delivery of other than first class mail. You must notify the BLHS in writing of your new address — by mail or e-mail — to assure uninterrupted delivery.

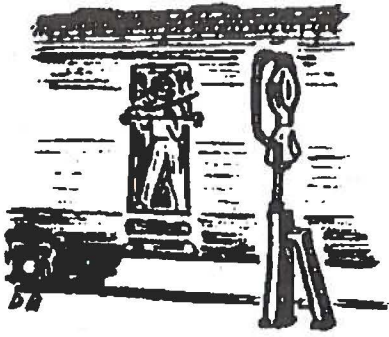
● **Temporarily away?** Even if you notify your Post Office to **Hold** or **Forward** mail, your issues may be returned to us as postage due, or may be destroyed under postal regulations. We mail to the Address of Record, and we are not responsible for non-receipt when you are away. You must give us the dates of your move(s), not the issues you want changed.

● **Lapsed?** The BLHS sends at least two renewal notices prior to your membership expiration on December 31. **If you renew late**, you will likely miss one or more issues. Missed issues due to late renewal may be purchased as Back Issues.

The BLHS uses the calendar year as a membership term, so your membership expires December 31. You must renew by that date to ensure delivery of all your **Bulletins**.

● **Bulletins** missed for the above reasons may be obtained as Back Issues from the Publications Office: 1/\$2.50, 2/\$3.50, 3/\$4.50, which also pays for First Class postage. This applies to fully-paid members, but is waived for Sustaining, Corporate and Patron members.

● **Bulletins returned to us as Postage Due** by the Postal Service will be re-mailed to you upon your payment of charges for re-mailing.



The Mail Car

Mail from our favorite source - our readers!

Big Big Boy tour from Torin Reid

From **Railway Age**, here are the route, stops and the dates of the eastern trip of UP's Big Boy #4014. It will leave West Chicago (on the old C&NW?) on June 3, 2026. Then...

- 6/08 Euclid, OH (Cleveland, NS)
- 6/09 North East, PA (Lake Shore Museum/NS) - a Welch's (grape jelly) plant is located there - on NS single track main to Buffalo.
- 6/09 Ripley, NY
- 6/10 Buffalo, NY
- 6/11 Silver Springs, Hornell and Letchworth State Park (NS line Buffalo - Binghamton). Maybe a stop on the relatively new bridge there? (But you will have to pay park admission.)
- 6/12 Owego, NY
- 6/13 Nicholson Viaduct (NS line Binghamton - Scranton) A stop on this bridge?
- 6/15-6/30 Scranton, PA (Steamtown)
- 7/02 Reading, PA, Pittston, PA (not sure which NS line)
- 7/04-7/05 Philadelphia, PA (not sure where)
- 7/07 Lebanon, PA (NS Harrisburg line)
- 7/08 Lewistown PA, Altoona PA (NS main line)
- 7/11 Horseshoe Curve, PA, Cresson, PA, Leetsdale, PA (Conway Yard)
- 7/12 Struthers, OH (Youngstown)
- 7/13 Rocky River, OH, Continental,

- OH
- 7/14 Fostoria, OH
- 7/19 St. Louis, MO

Along with the train, the "Abraham Lincoln" and another diesel will be in the train. NS will have its "passenger" (red/black) locos in the train, along with some NS business cars. A "meet" with Reading and Northern 2102 is possible.

J.B. adds: I am torn between ignoring this trip and what will probably be way, way too many half-crazed rail-fans, and wanting to see the 4014 (again) in person. It would be the first large engine I have seen in action since some memorable meetings with N&W #611 many years ago.

I also remember being the car host on the rear car of Southern 751 (I think that was the engine) steam trip back in the early 1980s. Why did I get that prized spot? The Knoxville-based group sponsoring the run believed "the Yankee could handle the cold back there" (it was an open air car) better than the locals on the round trip between Knoxville and Asheville, NC. I remember buying a big bag of lollipops for the kids, and watching their wide eyes when I offered them goodies. Great trip!

LIRR C420s on the D&H from Geoff Ross

On page 41 of the May issue of the **Bulletin**, the photo of a former LIRR C420 shows it lettered for McCormick Sand and Gravel in South Amboy NJ. The engine was leased briefly to them before being returned to the D&H.

In his book "Diesels of the Sunrise Trail", John J. Scala listed the disposition of various LIRR diesels. The book is very informative about the actual time-line of LIRR engines on the D&H. The Lease Duration for each engine was:

- 201 6/76 to 10/76
- 202 6/76 to 10/76
- 203 6/76 to 9/77
- 206 6/76 to 5/78

- 211 3/77 to 5/78
- 212 2/77 to 5/78
- 214 2/77 to 3/78
- 215 2/77 to 3/78
- 216 5/77 to 3/78
- 217 2/77 to 8/78
- 218 2/77 to 5/78
- 219 2/77 to 5/78
- 220 3/77 to 8/78

It is an interesting time line, and it answers a lot of questions about these unusual units.

Steamtown Big Boy visit from Megan Steven, SNHS Gateway Community Coordinator

Union Pacific RR has announced that its Big Boy #4014 will be making a stop at Steamtown National Historic Site as part of its coast-to-coast tour in recognition of America's 250th anniversary.

This is a significant moment for the park. It will be the first time [in recent history] two Big Boy locomotives, #4014 and our own #4012, are in the same location, offering a rare and highly visible opportunity to connect visitors with the scale and impact of American railroading. With this announcement, we expect a substantial increase in public and media interest. Tens of thousands of visitors are anticipated during the public display period, and we are already beginning to see increased inquiries.

A few key points to be aware of:

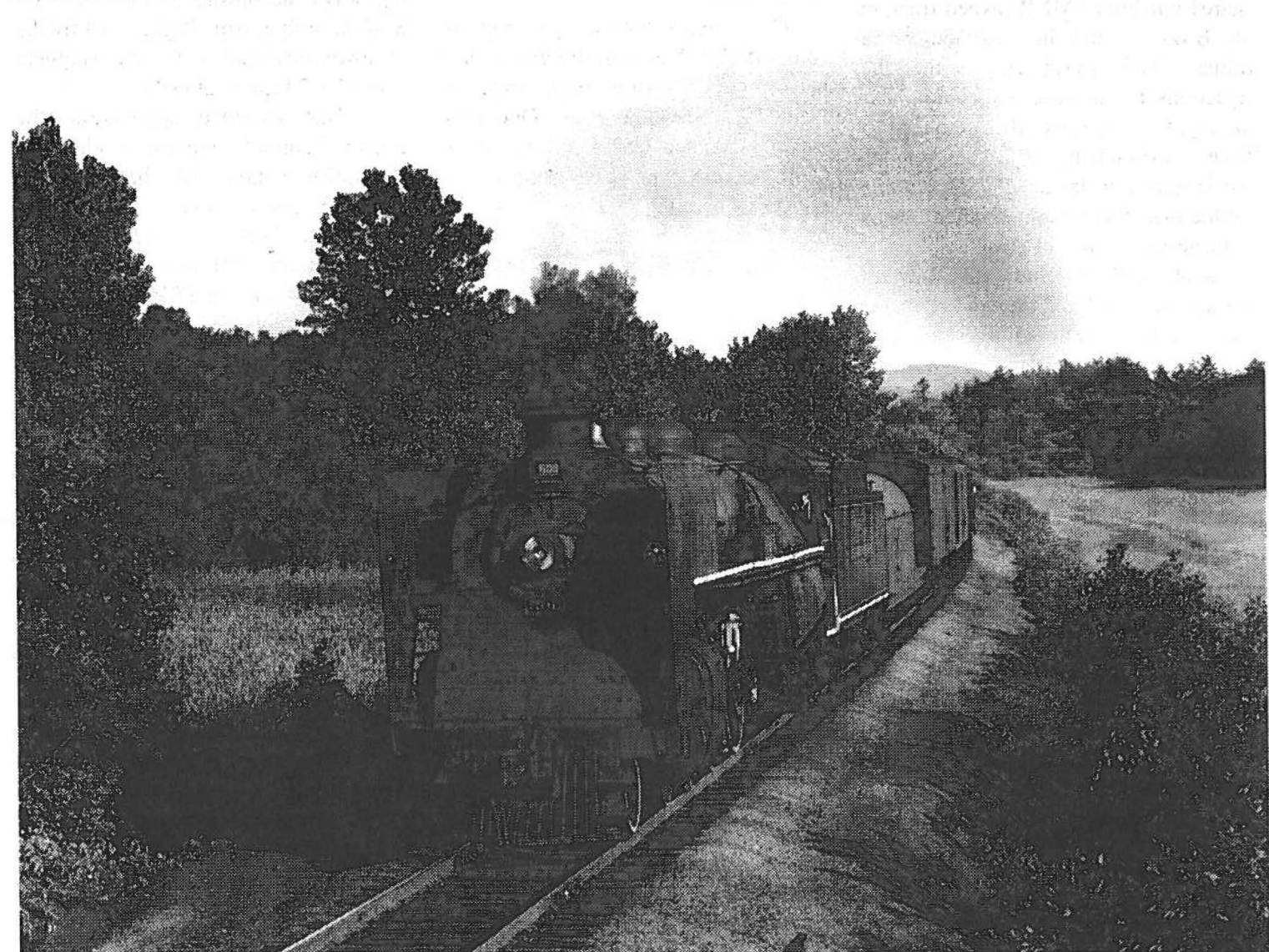
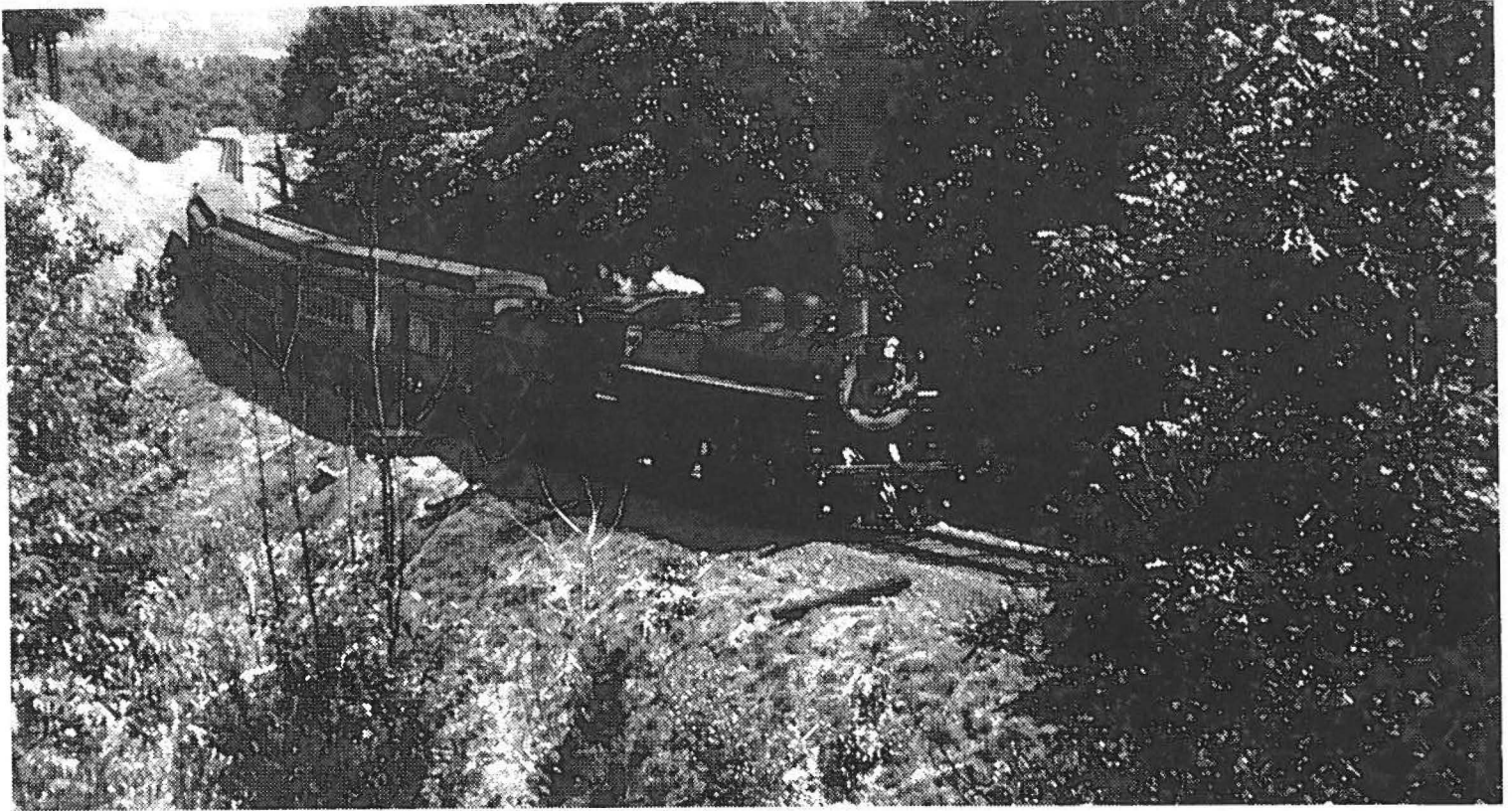
- Timed entry reservations will be required for public display days and will be managed through Recreation.gov.

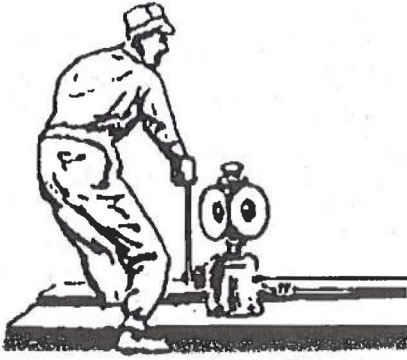
continued on page 12

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Top: D&H 4-6-0 #557 southbound on the Albany Main with a passenger run between Albany and Binghamton, N.Y. Rodney H. Peterson collection, BLHS Archives; scan by **Mike Bischak**.

Bottom: D&H class P 4-6-2 Pacific #600 with a milk train. John Krause photo, **William Doyle** collection, BLHS Archives.





Industry News

*gleaned this month
by Jim Bachorz*

Amtrak takes Metro-North to court in track usage spat

In late April, Amtrak filed a federal lawsuit against the MTA's Metro-North Railroad (MNR), claiming the New York City-area commuter railroad is not providing Amtrak access to a shared portion of MNR-owned track in the Bronx to test its NextGen Acela trains. The lawsuit alleges that the rejections began after a dispute about damaged wiring on MNR's New Haven Line. In January, equipment on an Acela train was damaged while running on the line; that equipment then caused damage to overhead wiring.

Amtrak claims that since it won't reimburse MNR for the wire damage, the commuter railroad over the past month has rejected Amtrak's requests to run non-revenue trains on its lines, disrupting Amtrak's federal safety requirements for testing and causing delays and cancellations of revenue service. The railroads have had track-sharing agreements in place for more than 35 years.

However, the MTA countered that the lawsuit is a distraction from another track-usage spat between the passenger railroads. MTA representatives said that Amtrak has been delaying MNR's Penn Access project by blocking efforts to create four new stops in the Bronx along the Amtrak-owned Hell Gate Line. Currently, MNR operates on the Hell Gate Line but does not make any stops.

Amtrak officials stated the lawsuit is only related to the New Haven lines and reiterated that if MNR doesn't begin allowing nonrevenue trains to operate on the shared tracks, "systematic cancellations of Amtrak's train service would be unavoidable".

Progressive Railroading Rail News

Gripe, grumble, complain and mumble. Both organizations are supposed to serve the public, and this is apparently what "service" means to such bureaucracies. ... JB

AND

Service or disservice, and the public gets the shaft. ...TH

CPKC reports slight revenue decline, volume increase in Q1

CPKC on April 29 announced first-quarter revenue of C\$3.7 billion, down 2%, and volume of 54.7 billion revenue ton-miles, up 2% compared to Q1 2025 results.

The Class I logged operating income of C\$1.3 billion, down 4%, and net income of \$846 million, down 7% from \$910 million last year. Operating expenses totaled C\$2.4 billion, a 1% decrease year over year. As a result, CPKC's operating ratio for the quarter came in at 66, worsening from 65.3 in Q1 2025. The Class I's adjusted O.R. was 63.

Diluted earnings per share dipped 3% to C94 cents. Adjusted diluted EPS fell 2% to C\$1.04. In the quarter, capital expenditures declined 7%, consistent with CPKC's 2026 capital outlook of C\$2.65 billion.

Progressive Railroading Rail News

UP, NS submit amended application to the STB

The application for the Union Pacific Railroad-Norfolk Southern Railway merger is back on the clock at the Surface Transportation Board (STB). The Class Is have submitted an amended application to the board, seeking to merge through an \$85 billion transaction. The STB has 30 days to review and act on it. The initial application submitted on Dec. 19, 2025, was re-

jected by the board on Jan. 16, 2026, since it was deemed incomplete. Comments on the completeness of the revised application are due by May 8.

Additional analysis performed during the application revision process reinforces that the proposed transcontinental railroad would drive growth, create substantial cost savings for shippers and strengthen the U.S. supply chain, UP and NS officials said. The analysis is the first in rail merger history to use 100% actual traffic data provided by all Class Is at the time -- in this case all six -- instead of sample data available from the STB, making it the most thorough assessment of market and operational impacts from a merger.

The deeper analysis finds the merger will make rail significantly more competitive with long-haul trucking, diverting about 2.1 million trucks off highways, according to the Class Is. Shifting freight from higher-cost trucks to lower-cost rail will save shippers about \$3.5 billion annually.

In the amended application, the railroads commit to divest or otherwise relinquish control of the Terminal Railroad Association of St. Louis (TRRA), a short line that operates 170 miles of track. UP owns 42.84% and NS owns 14.29% of TRRA. The Class Is initially requested a temporary controlling interest in TRRA to provide time to sell enough shares to prevent UP from retaining a controlling interest in the short line post-merger.

Meanwhile, a coalition of competing Class Is, shippers, labor unions and other rail industry stakeholders has just [predictably] formed to oppose the merger. The Stop the Rail Merger Coalition includes the American Chemistry Council, American Farm Bureau Federation, Teamsters Rail Conference, BNSF Railway, CPKC, Alliance for Chemical Distribution, National Industrial Transportation League, and Vinyl Institute. The coalition has released a new national poll conducted this month by McLaughlin & Associates that finds nearly 71% of Americans oppose the

merger after learning about its impacts; 68% believe the merged railroad would keep promised cost savings for itself instead of passing them onto businesses or consumers; and 54% say they are more likely to support a candidate who opposes the merger.

Progressive Railroading Rail News

Portland Streetcar purchases new vehicles from CAF USA

The city of Portland's Bureau of Transportation recently contracted CAF USA to manufacture and deliver 15 new vehicles for the Portland Streetcar Inc. service. CAF will build the streetcars in its railcar manufacturing facility in Elmira, New York. The new vehicles will be equipped with hybrid-system batteries to serve a new off-wire portion of the streetcar system as its NS Line expands to Montgomery Park in northwest Portland.

The expansion project is expected to break ground in 2028 and could launch revenue service by 2030 with the inclusion of the new CAF vehicles. Off-wire service will be a new element as part of an expansion project while also providing "greater reliability" for the rest of the system. The new vehicles will replace the original Czech-built streetcar fleet that entered service in 2001 and is nearing the end of its operating life-cycle, and a few others that are in need of replacement due to age or damage.

Progressive Railroading Rail News

AAR sues New Jersey over 2-person crew law

The Association of American Railroads (AAR) sued the state of New Jersey on March 30, seeking an injunction against a law that, among other provisions, would require two-person crews on trains carrying hazardous materials. S.B. 3389 was signed into law by former New Jersey Gov. Phil Murphy shortly before he left office in January, according to a March 30 report. The law is scheduled to take effect in January 2027.

In its filing with the U.S. District

Court for the District of New Jersey, AAR officials claim the law imposes "severe restrictions" and intrudes on the federal government's authority over railroad safety, according to the Reuters report. A group of New Jersey business and industry groups have also openly opposed the legislation, writing in a letter to the former governor that the mandates "fail to reflect modern railroad operations and technological investments".

Beyond the two-person crew rule, S.B. 3389 would do quite a bit more. It would also limit trains carrying hazmat to a length of 8,500 feet; establish a provision providing union representatives the right to enter railroad properties to conduct inspections; require railroads to submit bridge inspection reports; and require the New Jersey DOT to apply federal emergency response rules for passenger trains to freight trains.

Meanwhile, Maryland Senate leadership announced an intent to advance a two-person crew law before the state's legislative session closes on April 13, according to a press release from SMART-Transportation Division.

Progressive Railroading Rail News

Surveys reflect public opposition to heavier trucks

The Coalition Against Bigger Trucks (CABT) has released the results of surveys taken in five congressional districts that show public sentiment is overwhelmingly opposed to allowing massive semi-trucks to travel on local roads and highways. The polls were taken in five districts of members who serve on the House Transportation and Infrastructure Committee as it considers proposals that would raise truck weight limits from the current 80,000 pound limit to 91,000 pounds.

In all five districts, the polls showed that those surveyed were concerned about potential safety problems and/or costly road and infrastructure damage if truck weight limits are allowed to increase, according to CABT. The Association of American Railroads

is a key member of CABT, whose supporters also include law enforcement officers, local government officials, truck drivers, motorists, safety advocates and trucking companies.

Progressive Railroading Rail News

CSX expands drone usage

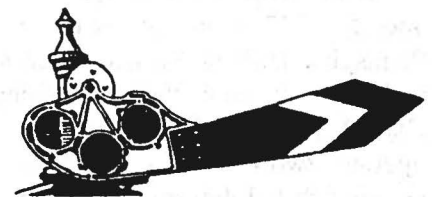
CSX's use of drones has grown from its first fixed-wing unit into what is now a network-wide capability that supports more than eight departments. The railroad's drone program began in 2018. Today, it operates more than 250 drones and has trained more than 350 Federal Aviation Administration Part 107-certified pilots. Drones are now embedded across several critical areas of the business. CSX police use them to support a variety of operational needs, while bridge inspectors rely on drones to safely assess infrastructure that would otherwise be difficult or risky to access.

Within the railroad's GIS services, drones are used in mapping, aerial surveys and rapid response following natural disasters that impact the CSX network. The drones deliver high-quality, real-time data that enables teams to assess conditions faster and make more informed decisions. Primarily, the drone program reinforces CSX's commitment to safety by reducing the need for employees to enter hazardous environments or work at heights, they added.

CSX has created a video to explain how its drone program has evolved. Check it out at <https://vimeo.com/1175618023?fl=pl&fe=vl>.

Railway Age

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D&H Co. Newsletter

Special edition, March 1976

Message from the President

I like to think of D&H as an old railroad with new ideas. As you read the pages in this Special Edition Newsletter, I believe you will appreciate that we have before us a new idea, a significant challenge, and an opportunity. In the past two years we have hurdled a number of obstacles, mainly through perseverance and devotion to duty. Our friends, both community leaders and key shippers and transport experts, have supported us through thick and thin. Their trust in our ability to play a greater competitive role must now be fulfilled. On April 1, 1976, as we commence new operations, I know that you will join with me in a maximum effort to successfully coordinate operations over new lines and provide the best possible service to the North American shipping public.

We also send a note of welcome to our new employees from former connecting lines. Their talents and skills will be especially valuable as we learn from one another in the days ahead.

Sincerely yours,
Carl B. Sterzing, Jr.

D&H Expansion Plans - April 1

This newsletter special edition is designed to acquaint you with significant changes resulting with enactment of the Regional Rail Reorganization Act of 1973 (Rail Act), its impact on the Delaware and Hudson Railway Company, and on rail competition in the Northeast.

In its present configuration, D&H operates 747 miles of main line in Pennsylvania, New York and Vermont, making connection with a number of Class I railroads. D&H also owns and operates two Class II connections, the Greenwich & Johnsonville Railway and the Napierville Junction Railway. The latter extending from the International Boundary at Rouses Point, N.Y. to

Delson, Que., connecting with the Canadian Pacific.

Chartered in 1823 as a canal company connecting the Delaware and the Hudson Rivers, D&H evolved to its present form by construction and acquisition of numerous railroad properties. In its early railroad years D&H's principal source of revenue was derived through the mining and transportation of coal. With the decline in use of coal D&H developed its present principal function as a bridge, or overhead carrier primarily between New England and Eastern Canada on the one hand and the South and West on the other. It was readily apparent that, with the loss of friendly cooperating connecting lines, D&H's solvency and effective rail competition were in jeopardy.

With the exception of Canadian National, Canadian Pacific and Boston and Maine, all of D&H's present Class I connections were designated to be reorganized under the Rail Act. Among other goals the Rail Act declared as its purpose (Section 206);

- The creation, through a process of reorganization of a financially self-sustaining rail service system in the region.
- The retention and promotion of competition in the provision of rail and other transportation services in the region.

The competitive goal of the Rail Act was a key element in the planning process of the United States Railway Association (USRA) as it set out to "restructure" the Northeast bankrupts: Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central Railroad of New Jersey, Lehigh and Hudson River, and the Ann Arbor. Initially USRA attempted to create a three-system concept composed of Chessie, Norfolk & Western and Consolidated Rail Corporation. Eventually, after

months of intensive planning, USRA decided that a two system concept composed principally of ConRail and Chessie was the only achievable solution. Essentially Chessie would acquire the principal parts of EL and RDG with the balance of the bankrupt estates to be integrated into ConRail. D&H's traditional role as a competitor to Penn Central would be enhanced by making connections with the new Chessie System at both Binghamton, N.Y. and Allentown, Pa. D&H was also offered an improved connection with ConRail by means of an acquisition and trackage rights for entry to Enola Yard at Harrisburg, Pa.

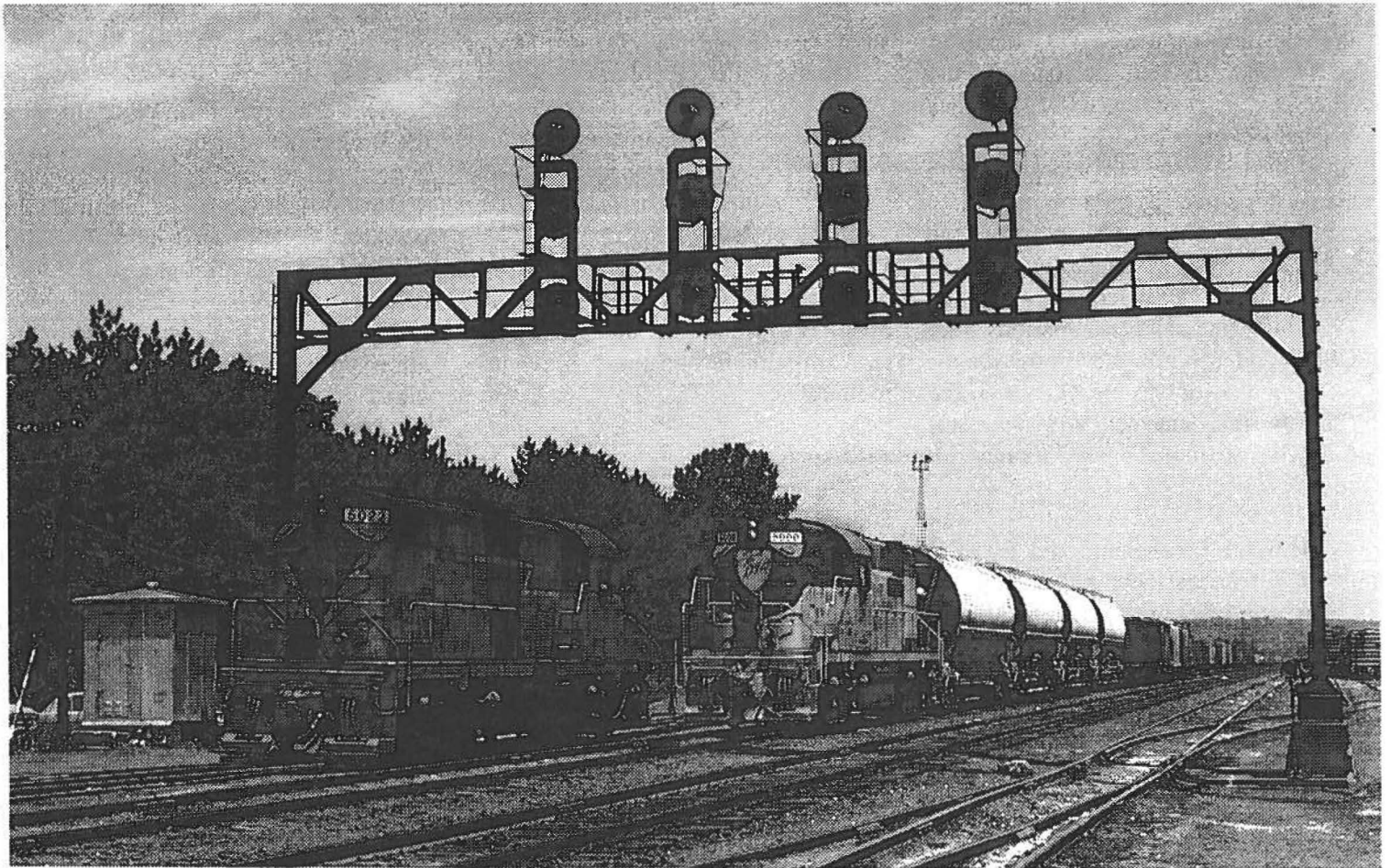
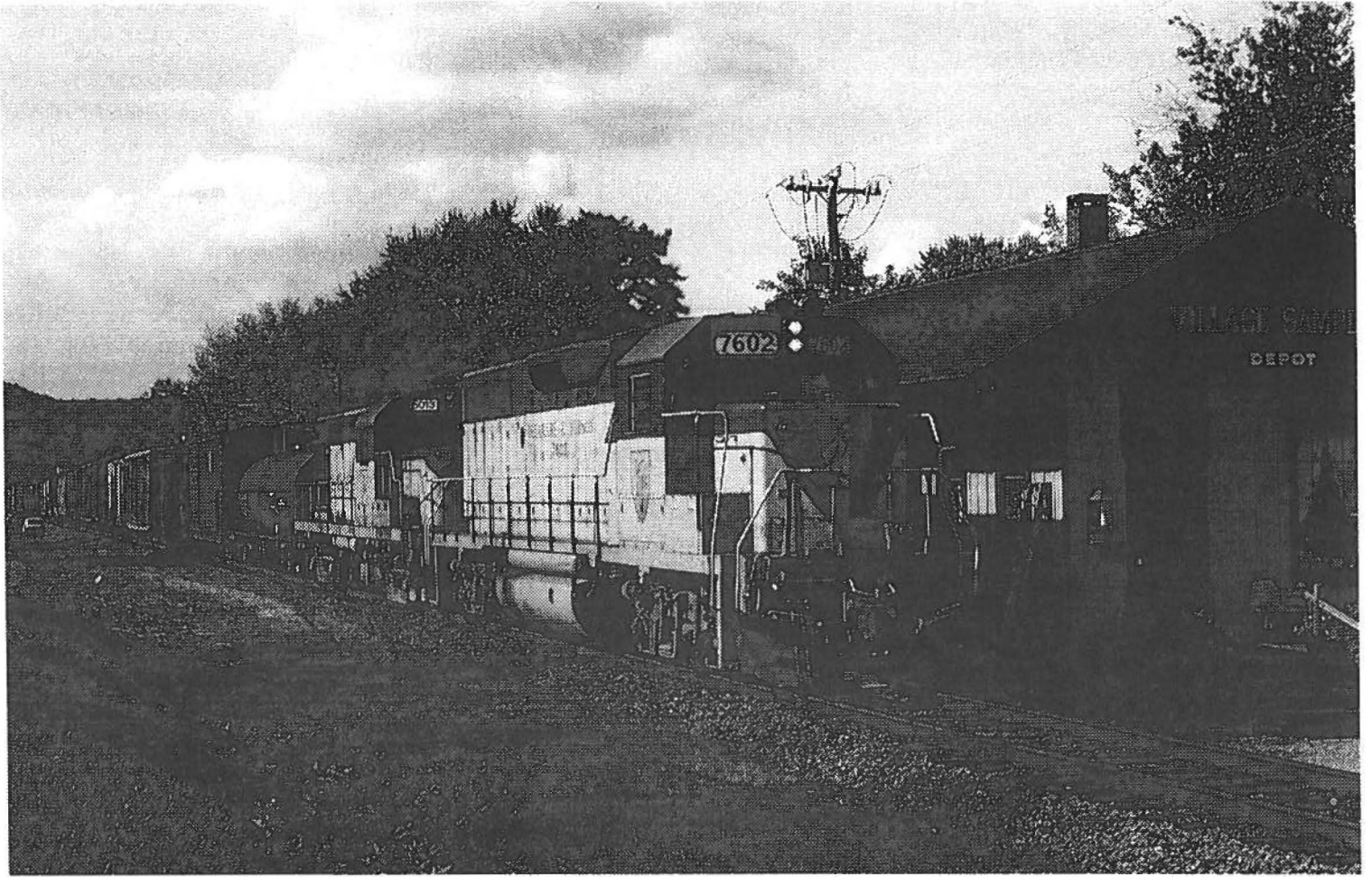
A critical element of the Rail Act was a mandatory provision that obliged each acquiring railroad, Chessie, D&H, etc., to conclude labor agreements under Section 508 of the Rail Act. Absent an agreement with the several railroad brotherhoods, an acceptance of rail properties offered under the Rail Act could not be made. D&H successfully negotiated the required agreements and "accepted" the following extensions prior to the February 11, 1976 statutory deadline:

- Wilkes Barre, Pa. to Allentown, Pa. on trackage rights over the former LV Railroad.
- Wilkes Barre, Pa. to Harrisburg, Pa. (Enola Yard) by means of a

Page 9:

Top: GP39-2 #7602 and RS36 #5013 southbound on the Sunbury Main at Riverside, Pa. October 11, 1979 photo by Rodney H. Peterson; BLHS Archives.

Bottom: D&H RS11 #5000 with D&H freight SC-10, southbound at MX Cabin, Mohawk yard, Glenville, N.Y. June 5, 1974 photo by Jim Odell, BLHS Archives.



purchase of PC's line from Wilkes Barre, Pa. to Sunbury, Pa. thence trackage rights over PC from Sunbury to Harrisburg.

After protracted negotiations, Chessie did not negotiate satisfactory labor agreements and could not accept the lines offered by USRA. Under the terms of the Rail Act, the rail properties refused by Chessie were designated to ConRail.

Alternate designation in the 1973 Rail Act and the Rail Revitalization and Regulatory Reform Act of 1976 (The 1976 Act)

Because Unified ConRail, embracing the rail properties rejected by Chessie, would substantially eliminate rail competition in the Northeast, alternate designations were made to extend the scope of D&H's original designations (under the 1973 Rail Act) to Allentown and Harrisburg, Pa. The alternate designations were designed with a dual purpose: to provide rail competition and to allow D&H to make connections with rail carriers other than ConRail. Under Section 601 of The 1976 Act alternate designations could be made by USRA and the various states in the Northeast region. The 1976 Act, enacted February 5, 1976, required that labor agreements and acceptance by D&H be made by March 5, 1976. Despite the severe statutory timetable D&H fulfilled lawful requirements and made official acceptance on March 5, 1976 after intensive negotiations with USRA and the railroad brotherhoods. D&H, in addition to the Allentown and Harrisburg extensions, will make the following additional extensions (accepted 3/5/76):

1. Between Binghamton and Buffalo, N.Y. on trackage rights over the present line of the Erie Lackawanna Railroad.
2. Between Allentown and Philadelphia, Pa. on trackage rights over the present line of the Reading Railroad.

3. Between Allentown and Bethlehem, Pa. on trackage rights over the present line of the Lehigh Valley Railroad.

4. Between Allentown, Pa. and Oak Island, N.J. on trackage rights over the present line of the Lehigh Valley Railroad.

5. Between Harrisburg, Pa. and Washington, D.C. (Potomac Yard) on trackage rights over the present line of the Penn Central Railroad.

6. Purchase by D&H of the Jefferson Junction connection. This 1.8 mile line, formerly owned by EL, connects D&H's North-South line and EL's East-West main line and was necessary to implement through service between D&H's Pennsylvania Lines and our trackage rights operations over the line of EL through Binghamton, N.Y. to Buffalo.

7. Between Attica and Groveland, N.Y. to make connection with two class two carriers; Genesee & Wyoming and Danville and Mount Morris Railroads.

8. Such locomotives and equipment as USRA deems appropriate to enable D&H to function competitively over the additional extensions.

Here is a more detailed explanation of D&H's initial plan of operation on each of the designations previously outlined.

Binghamton - Buffalo

We will commence with the operation of one train per day each way between Binghamton and Buffalo. This train will carry carload traffic to and from Buffalo trunk line and short line connections. The latter are the Buffalo Creek, South Buffalo and Niagara Junction Railways. Trains will be operated with D&H crews and locomotives. Specific interchange arrangements in the Buffalo district will be

arranged prior to April 1, 1976. Interchange with carriers between Binghamton - Buffalo will also be arranged prior to April 1st.

Allentown - Philadelphia

This designation is a supplement to D&H's initial extension from Wilkes Barre to Allentown, Pa. This extension is the present route of trains NE-84 and NE-87 which operate between Portland, Me. and Potomac Yard, Va. via B&M Mechanicville, N.Y. D&H Wilkes Barre, Pa. LV Allentown, Pa. RDG Park Jct. (Philadelphia) B&O. D&H will continue to operate these trains over the present D&H and with D&H crews and power between Wilkes Barre and Park Jct. for run-through connection with the B&O.

Allentown - Bethlehem

This designation authorizes D&H to interchange with the PBNE, a switching carrier owned by Bethlehem Steel Company serving the Bethlehem works. Traffic to and from Bethlehem will be carried in D&H's North-South trains NE-84 - NE-87 and in East-West Buffalo train service to be established.

Allentown - Oak Island

This designation is keyed in with the Binghamton-Buffalo extensions and is designed to continue intermodal and carload freight service to and from the present LV Oak Island intermodal and terminal area, the Buffalo gateway and beyond.

Harrisburg - Washington (Potomac yard)

The Harrisburg-Washington designation is a further extension of D&H's previously arranged extension to Harrisburg. The Harrisburg extension was designed to create a more efficient connection between ConRail and D&H. D&H will operate run-through train service to and from Harrisburg and D&H points as a continuation of the present D&H-PC joint service. The additional designation to D&H of trackage rights between Harrisburg and Potomac Yard was designed to enhance

rail competition in the region by means of this long term option. In the short term it is not anticipated that D&H will handle enough traffic between Harrisburg and Potomac Yard to warrant D&H crew and power assignments. Accordingly D&H has entered into an interim arrangement whereby D&H traffic will be hauled in ConRail trains on a contract basis. This is similar to coordination arrangements developed in other parts of the country. When traffic conditions warrant a change we will negotiate with the appropriate railroad brotherhoods and establish D&H train service.

Present Routes

- Chicago-EL-Binghamton, N.Y. - D&H-Mechanicville, N.Y. - B&M.
- E. St. Louis-N&W-Buffalo, N.Y. - EL-Binghamton, N.Y. - D&H-Mechanicville, N.Y. - B&M.
- Philadelphia (RDG RR)-RDG-Allentown, Pa. - LV-Wilkes Barre, Pa. - D&H.
- Potomac Yard-B&O-Park Jct. - RDG-Allentown, Pa. - LV-Wilkes Barre, Pa. - D&H.
- Potomac Yard-PC-Wilkes Barre, Pa. - D&H.

Post Conveyance Routes

- Chicago-ConRail-Binghamton, N.Y. - D&H-Mechanicville - B&M.
- E. St. Louis-N&W-Buffalo, N.Y. - D&H-Mechanicville, N.Y. - B&M.
- ConRail-Allentown, Pa. - D&H.
- Potomac Yard-B&O-Park Jct. - D&H.
- Potomac Yard-D&H.

A full listing of applicable routes in this Newsletter would be far too voluminous. In short, with but few exceptions, if a route exists today via a

specific junction, it will continue to exist after April 1. Obviously, change will occur as ConRail, D&H and our connections negotiate mutually acceptable arrangements to modify or improve upon existing routing. The most important short-term consideration is to bring forth an orderly transition, avoiding drastic changes that could result in chaos.

The entire matter will not commence free of problems. ConRail and D&H management have pledged mutual cooperation. The circumstances wherein D&H will operate over extensive trackage rights are unique and possibly a forecast for further rail coordinations in the future.

At the outset D&H will face formidable odds. Our sales force of 40 men and 16 offices will be on their own. Former EL, RDG, LV and CNJ sales personnel, with whom we worked closely, will be absorbed by ConRail. As time and revenues permit we will undertake a modest expansion of D&H representatives.

To finance the acquisition of rail lines, locomotives and equipment D&H filed for a loan of \$28,000,000 under Section 211 of the Rail Act. The loan was authorized by USRA and D&H is required to repay at commercial interest rates. The greater part of the loan will be drawn upon in 1976 to pay existing debt obligations and underwrite substantial start-up costs. Future draw-downs are conditioned upon D&H's continued ability to repay. It is thus imperative that our new operations commence with adequate shipper support.

The days and months ahead will test our resolve to make the new D&H a symbol of what can be accomplished by men and women with a common purpose. This, after all, is our most important asset, and best hope for the future.

Act of Special Merit

On February 27, off-duty Engineer George Palmetier noticed a car with a blazing hot box in the middle of Train PB-100, consisting of 75 loads

and two empties, near Afton, N.Y. He immediately called Train Dispatcher E. Pierce, who notified PB-100's crew to stop the train. The hot box burned off while the train was stopping, and the truck bolster was riding on the outside of ties, stopping some 15 feet short of a farm crossing plank that would have severed the bolster from the car. George's quick action averted what could have been a major derailment. This kind of special effort deserves special recognition which will be forthcoming. Congratulations, George!

The Delaware and Hudson – A Poetic Tribute

After the war of 1812, had finally finished

Bituminous coal supply also diminished

The British were forced with a decision to be made

They stopped transportation at seaport with a blockade

Anthracite for heating and manufacturing played an important role

A substitute was needed to replace such a valuable coal

Two brothers, Philadelphia merchants, Maurice and William Wurts

Said "We must do something before the Delaware and Hudson hurts!"

In 1822 Maurice and men built a small log house to place

In Pennsylvania, to use for mining and their home base

Unfortunately they were unsuccessful in their finding

The Lehigh River area was much closer for mining

They started to explore in New York City for a site

The city market in this location seemed only right

Great interest began to arouse and plans someone would deliver

To executives, on projecting a canal that would reach the Hudson River.

In 1823 Legislature passes the purchase of coal lands

To allow a water route between Delaware and Hudson without demands

continued on page 12

Black Flags

by Doug Barron

This column's purpose is to recognize those D&H, CP, NS and other area railroad employees who have passed away. Please write to me at 29 Hungerford Road, Albany, NY 12203 if you have information for or regarding this column.

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

William H. DeLaMater, Sr.

William H. DeLaMater, Sr., 81, of Selkirk, N.Y., passed away peacefully in his home on April 22, 2026, after a long battle with Alzheimer's Disease.

Bill, as he liked to be called, was born in Albany, N.Y. He attended Christian Brothers Academy High School and went on to serve in the United States Air Force. Bill retired from CSX Railroad, where he worked as a manager for most of his career.

Frank Lipka

Frank Lipka, 67, was born on April 28, 1954. He worked in Whitehall, N.Y. as a Trainman and as a heavy equipment operator for forty years of D&H service. He had many friends throughout the D&H / CPKC systems. His funeral was held at the Jillson Funeral Home in Whitehall, NY.

We thank member **John Grenier** for the information about Mr. Lipka.

Mail Car from page 4

- Reservations available on Recreation.gov starting at 10 a.m. EDT on Wednesday, April 29, 2026.

- There will be no general visitor parking on site during those high-volume days.
- Visitors will be directed to public transportation, downtown parking, and designated pedestrian entry points.
- A dedicated event web page is now live with full details and trip planning information.

We encourage partners to share accurate information through your networks and help direct visitors to official sources for trip planning. Consistent messaging will be important as interest continues to grow. Please direct any media inquiries to megan_stevens@nps.gov.

This event presents a strong opportunity to showcase the region and support local businesses, tourism, and community engagement. We look forward to continued coordination and will share additional updates, planning information, and opportunities for collaboration as details are finalized.

Thank you for your partnership and support as we prepare to welcome visitors to the area.

Additional information:

- Steamtown's official Big Boy Reunion page: www.nps.gov/stea/planyourvisit/big-boy-reunion-at-steamtown-2026.htm
- Steamtown's Facebook announcement: www.facebook.com/share/p/1E5sxG3Tgk/
- Steamtown's Instagram announcement: www.instagram.com/p/DXr7IUdFOxX/?utm_source=ig_web_copy_link&igsh=NTc4MTIwNjQ2YQ==

For current information on the 4014's nationwide tour schedule, the public is encouraged to visit UP's official channels:

- www.up.com/news/heritage/big-boy-northeast-tour-dates-260428
- www.up.com/about-us/history/steam/schedule

D&H Co. Newsletter from page 11

On August 8, 1829, Stourbridge Lion, the first steam locomotive began to operate in the U.S.A.

Proved to the Delaware and Hudson Railway a memorable day.

The Delaware and Hudson rapidly began to increase in size

As World War II had reached its peak and began to rise

The diesel engine was proficient because of additional freight A more sufficient and modern locomotive to operate.

The Delaware and Hudson River Railway can be proud to say

They are the oldest continuous transportation of today

With great dignity they can participate in the Bicentennial Year

Toot! Toot! for the D&H Railway
Cheer! Cheer! Cheer!

- Donna Iulliucci

[D&H] Editor's Note: Donna is the niece of Patrolman Fred Gailor, Police Dept., Colonie

All items from the BLHS Archives, Languish Collection

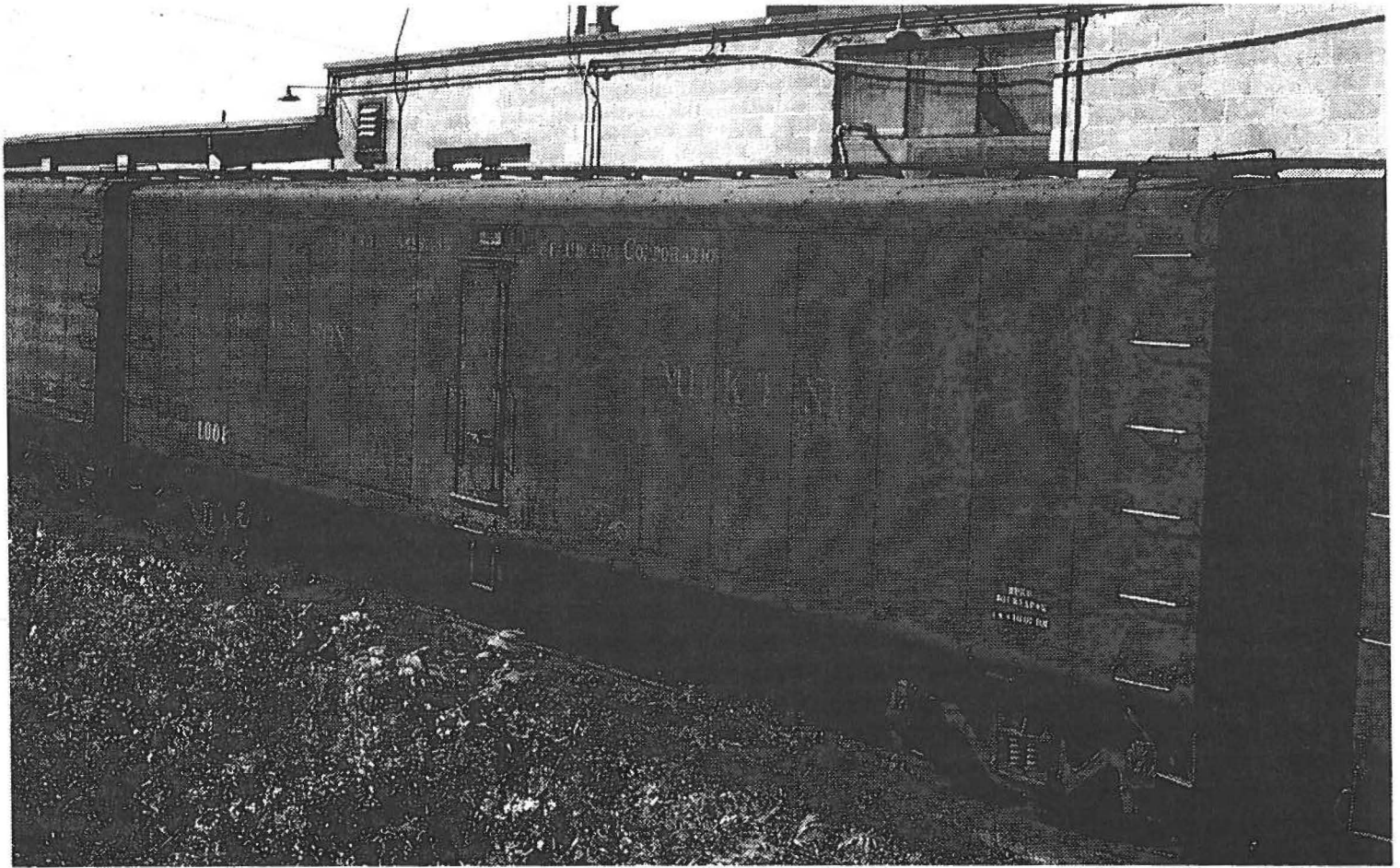
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Top: GPEX #1008, a Pfaunder 50-foot milk tank refrigerator car assigned to H.P. Hood & Sons, at Eagle Bridge, N.Y. The Eagle Bridge milk plant was at the junction of the south end of the D&H Washington Branch and the B&M main. August 1968 photo by Francis Poulin. Jim Odell collection, BLHS Archives.

Bottom: D&H GP39-2 #7410 (still in Reading paint) and D&H GP38-2 #7312 repose at Kenwood yard, Port of Albany, N.Y. June 6, 1990 photo by Jim Odell; BLHS Archives.

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Reminiscing

by Rev. Walter F. Smith

Years with the MBTA

In 1980, I accepted a pastorate at Saugus, Massachusetts, which brought us into the area where the Metropolitan Boston Transit Authority (MBTA) was what kept the streets of Boston and the suburbs relatively free of gridlock. The "T", as it was usually referred to locally, had a growing number of commuter rail routes, buses, subways, and assorted transportation services. At the end of our street, a bus from Lynn would take you to Haymarket Square in Boston in about twenty minutes. There was no subway or rail service in Saugus, but both were available nearby: rail in Melrose and subway in either Revere (Blue Line) or Malden (Orange Line).

Being a fan of the high rail, I wanted to check that service out first. When a trip into Boston was necessary, we drove to Melrose and caught a train to North Station. To my surprise, the cars were on lease from Toronto's GO Transit System. Unusual for railroad cars, the doors were in the center of the car. As I recall, these cars did not stay in Boston very long. Many of the trains were powered by Boston & Maine Geeps, and the coaches were Budd RDCs from the fleet of 100 that the B&M had once owned. The RDC engines were no longer reliable, and they had to be locomotive hauled.

The exteriors of the RDCs looked like the surface of the moon, pock-

marked from years of being stoned by the local youth. Many of the windows were broken and had been repaired with tape or Lexan, which soon became opaque. The T was receiving F40 locomotives and new cars, but did not have enough of either to cover all the routes. They also had a number of F7s that had belonged to Illinois Cen-

tral and other lines. They were rebuilt and were used in a push/pull arrangement. They even purchased RDCs from Canadian Pacific and other roads, where they were surplus.

Some readers will remember when the drawbridges at North Station burned, and a temporary terminal was hastily set up on the other side of the Charles River. As I recall, they used a big tent for a station. At that time, a friend was working as an engineer, and he invited me to come to the tent terminal and ride with him out to Acton and return. The train that night was three RDCs being pushed by a GP9 that had belonged to BNSF, and was still in green paint. We started out and the locomotive kept popping an overload button that kept it running. At the Boston Engine Terminal, a mechanic boarded. My engineer friend and I were in the operator's compartment of the leading RDC, with the Geep pushing. The train would move and the button would pop. Finally the mechanic rode with us all the way to Acton and return, holding the button down!

Somewhere out of Boston we had to shut the windows in the cab, for at least twice we were stoned. We dropped off a few passengers and returned to Boston, this time all three of us in the cab of the Geep. I remember being shocked by the huge chunks of concrete that had fallen off the bridges of parallel U.S. Route 20 which we moved under a few times.

During our fifteen years in the area we rode the commuter trains fairly often, and gradually new equipment made them more comfortable and also more reliable. I had a parishioner at a rehab in Boston that was located only a short walking distance from North Station. When I visited her, I always took the train. By then, many of the newer coaches were in service, and I marveled at how many commuters were using the service. The trains I rode which terminated in Lowell often left North Station with every seat taken and standees.

At least once we rode to Rockport, a quaint and bustling little town at the end of Cape Ann. I believe we boarded at Lynn where there was a new station. Rockport is filled with charming little shops and boutiques, but it's a difficult town to visit in an automobile. There is almost no parking, and the town fathers request visitors park at a lot outside the town and enter on a shuttle bus. The train was a far better option, with the station in easy distance of downtown. That day we rode on RDCs with an F7 leading to Rockport and pushing on the return trip to Boston. A surprise that day was to find a gondola spotted near the depot. Freight east of Salem was thin.

A few of the RDCs were rebuilt into coaches, but over time they disappeared from the roster. Once in New Hampshire, we saw one of them being used as the "Ice Cream Car" on a tourist run out of Meredith. The Hobo Railroad at Lincoln, NH uses former T RDCs as coaches to this day. Eventually the T had enough new coaches to lend them out to some fan trips. One 12-car trip I took had all new T coaches. We went Boston, Ayer, Worcester, Portland, and back to Boston. The only problem was that only three of the twelve cars had rest rooms. There were lines at them all day.

In those days the routes of the T expanded. When we were first there,
continued on page 16



Book Reviews

“Batten Kill Country, Seasons of Change”, by Ken Karlewicz. Double K Publishing. Reviewed by **Kurt Matthews**.

The Batten Kill Railroad is a short line operating northeast of Albany, NY. Its origin was the Greenwich & Johnsonville Railroad, which was purchased by the Delaware & Hudson, but operated as an independent until the line was embargoed in 1981. Ron Crowd purchased the remains of the G&J and D&H Washington County Branch (from a connection with the Boston Maine at Eagle Bridge, NY north to Salem, NY). The G&J ran west from Greenwich Junction with the D&H just south of Salem to Thomson, NY on the Hudson River. The line still operates as the Batten Kill Railroad, but its line is much truncated, and now runs from Eagle Bridge to East Greenwich, NY. The railroad is currently famous for its stable of owned, leased and loaned Alco motive power, including an S2, RS3s and RS36s.

The book outlines the history of the railroad from the D&H ownership to present day, with plenty of color photos of various motive power over the years, plus maintenance activities. The book is hard cover, 175 pages, and arranged in roughly chronological order. I did find the transition from Ron Crowd (due to his death) to Bill Taber and subsequently the Southern New England Railroad a bit fuzzy, and wish there were more details provided.

I purchased the book for \$70.50 at a discounted price from retail. The railroad would make a great model railroad project for those with limited

space, as it is primarily single track, interchanges with one railroad (Pan Am/CSX, and more recently, Berkshire & Eastern), with short trains of mainly covered hoppers of fertilizer and yes, Alco first and second generation diesel power. The G&J did operate under steam, as it dates back to the 1800s, but that history is only described briefly in this volume.

“Modeling the Paper Industry” by Jeff Wilson, Firecrown Publishing, MRR Guide to Industries Series; reviewed by **Kurt Matthews**.

This book is part of the Guide to Industries Series published under the **Model Railroader** banner (formerly Kalmbach Publishing). I have many of this series that delve into specific industries that I have a personal interest in modeling. I plan to model the Delaware & Hudson, whose north end from Albany to the Canadian border hosted a number of paper plants, making everything from newsprint and copy paper to tissue and paper sacks. The D&H also transported newsprint from Canada and New England to cities all over the Northeast via various connections.

I found the book to be quite informative, and spans changes in the industry from its origins to modern day, including changes in related carloads, both inbound and outbound. The book does talk about the various chemicals used in the paper making industry, but lacks specifically discussing which chemicals are utilized for which type of papers. For instance, tissue paper requires different “ingredients” than copy paper. I had to further research that on the internet, which was not all that specific, either. The ingredients determine what type of tank cars will be inbound with various chemicals. Otherwise, I found it a good reference book to add to my collection.

It is a paperback, with a mix of black/white and color photos. There are 112 pages, with two chapters devoted to modeling ideas. I purchased my copy for \$21.50 at a dis-

count from retail, although I have picked up other volumes in this series at the same price at local hobby shops.

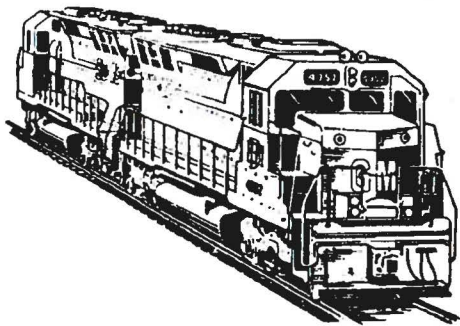
“The Great Allegheny Railroad Passage”, by Kurt Reisweber. Reviewed by **Kurt Matthews**.

I purchased this book recently. I have family from the area of coverage within this book. When I was a youngster, we used to pass through Connellsville, PA on the way to Uniontown to visit grandparents. I was always amazed at the number of railroads that passed through the small hamlet, including B&O, P&LE, WM, PRR and P&WV, later N&W. Only the B&O, regional W&LE and short line Southwest Pennsylvania Railroad (a Carload Express road) remain. SWP uses the ex-PRR/B&O lines from a connection at Radebaugh on the NS Pittsburgh main line, south to Fairchance, PA. It mainly hauls frac sand for the local oil industry.

The Allegheny Passage is the name of the rail/trail that runs from Pittsburgh to Washington, DC using abandoned rail lines. The trail utilizes the ex-P&LE Connellsville branch from McKeesport to Connellsville, and then the ex-WM mainline to Cumberland, MD and beyond. The book has a chapter each on the B&O, WM and P&LE, and has many color photos of the railroads in the 1970s-1980s, along with a large collection of railroad post cards of the same area. There are also plenty of maps tracing each individual railroad and its branches. The route follows the Youghiogheny River from its end point in McKeesport, PA into the Monongahela River, eastward to Confluence, PA, then up to the Casselman River to Sand Patch Summit (B&O) and Deal Summit (WM), and into Maryland and on to Cumberland, MD.

The book is well written and easy to read. Although I have to admit, knowing the area helps, I did learn many details about some of the local

continued on page 16



In Helper Service

(our additional volunteers)

On the railroad, helpers are used to assist a train over a stiff grade, such as D&H's Richmondville Hill, or on the Belden Hill grade. In the *Bulletin*, we use that term for those highly-valued members of the railroad community who assist us by providing news, information, photos, articles, technical assistance, etc. A heavy freight may need some help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have questions about items in this issue, please contact the Publications Office or 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 far-better-than-usual staff (see back cover), special thanks for stories and photos go this month to: friends at CP and NS; **Doug Barron**; **Mike Bischak**; Robert Collins; Floyd Conklin; **Bill Doyle**; Dick Gassett; David Hamley; **Tim Hodder**; John Krause; **Kurt Matthews**; Bill Mischler; Jim Odell; Rodney H. Peterson; Francis Poulin; **Torin Reid**; **Geoff Ross**; **Jim Shaughnessy**; **Gordy Smith**; Megan Steven; and **Hugh Strobel**.

We also wish to thank **Midwest Rail Scene Report**; **Progressive Railroading** magazine, **Railway Age** magazine, and Firecrown Media, including **Trains** magazine. Other relevant credits are noted with individual articles.

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Reminiscing from page 14

one line left the Rockport route north of Beverly and ended in Ipswich. A few years later it was extended to Newburyport, close to the border of New Hampshire. There has been a continuing hope that the service would eventually extend from Lowell into Nashua, Manchester, and Concord, New Hampshire. But the "live free or die" state has clung to its parsimonious ways, and to this day the trains terminate in Lowell. When the "Downeaster" project began, which ultimately resulted in Amtrak service to Portland and Brunswick, New Hampshire was the holdout. Some local money was used to build depots in Dover and Exeter, but the State refused to help. Oddly, a couple of the stations in New Hampshire are among the busiest on the line.

On the South Station side of T operations, there was a steady expansion to Plymouth, Hingham, and other Old Colony towns. Once visiting in Plymouth, I saw a train from Boston arrive and discharge a big crowd. That service had been extended from Kingston. Now the T provides a limited summer service to Cape Cod.

In our Massachusetts years there was a tragedy on the T. MOW work was going on east of Salem and there was single tracking. Somehow a local B&M freight slipped through and smashed into a commuter train head on! It was particularly sad, because the T train was riding coach first where the engineer occupied the small operator's cubicle at the end of the car. Both engineers were killed. Also killed was a railfan who was riding in the cab of the B&M freight. This ended in lawsuits, and the surviving crew of the freight was fired. Horrid pictures appeared in the media of the lead coach partially on top of the B&M Geep. The T later named a coach in honor of their deceased engineer.

In the years since we left Saugus, there have been many changes on the T, expansion and always money

problems. New locomotives and double-deck cars are in service. I cannot recall the year, but for a few brief days the T did not run. I can't remember if this was because of the labor problems at Guilford, or if the T was on strike. But with no trains, Boston gridlocked. People were reporting two- and three-hour commutes, morning and evening. The T was often the object of people's griping. But plainly Boston needs it, and will for years to come.

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Book Reviews from page 15

branches, especially Bowest, outside Connellsville, where the B&O and WM met in Dunbar, PA. This area was quite a mystery to me personally, since most of the lines were gone by the time I had a driver's license in order to explore. The WM line was abandoned in 1975 after Chessie was formed, and I got my license in 1978.

If you are interested in the B&O, P&LE and WM, I would recommend the book. At a \$65 list price, it's a bit expensive for a soft-cover in my opinion, but I was able to purchase it through a dealer at a discount. Total pages are 154, and the photo quality is very good. Maps and station lists are a plus too.

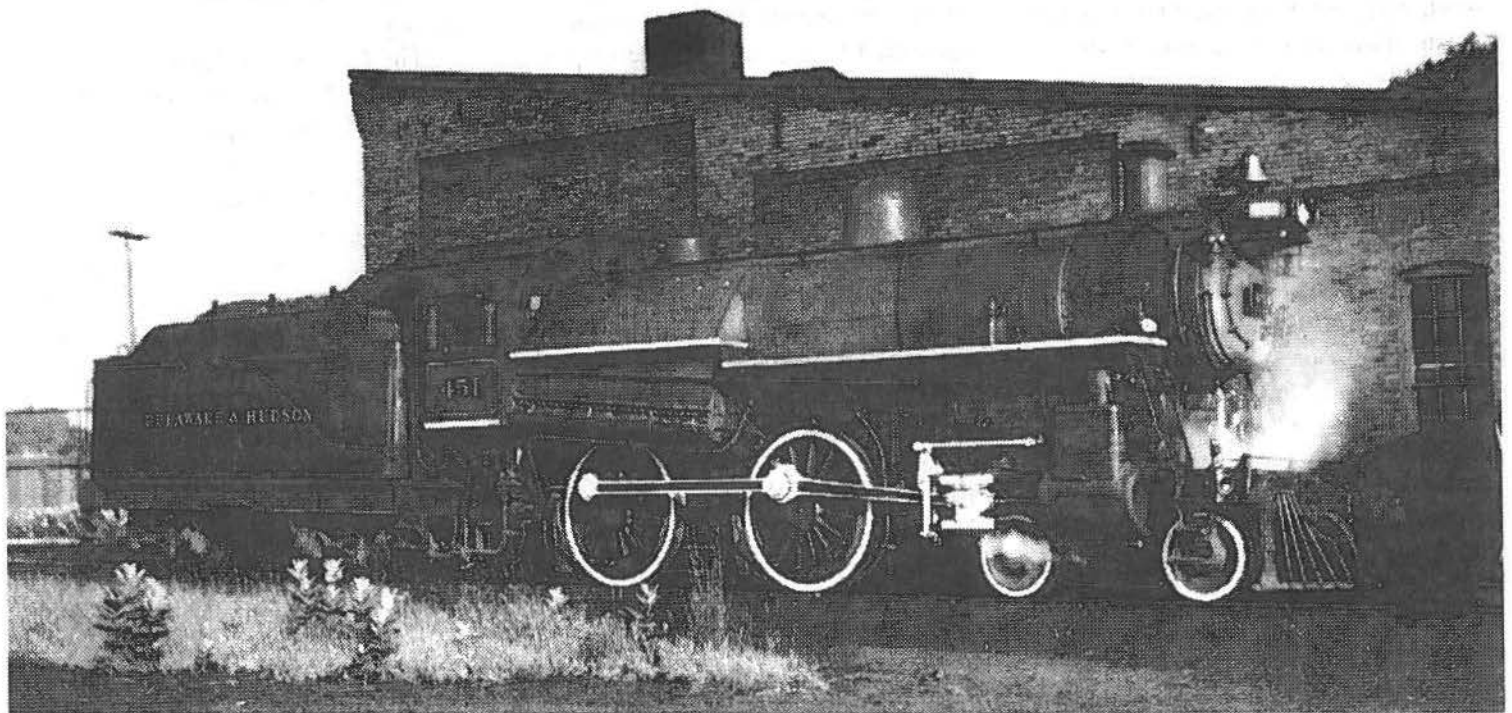
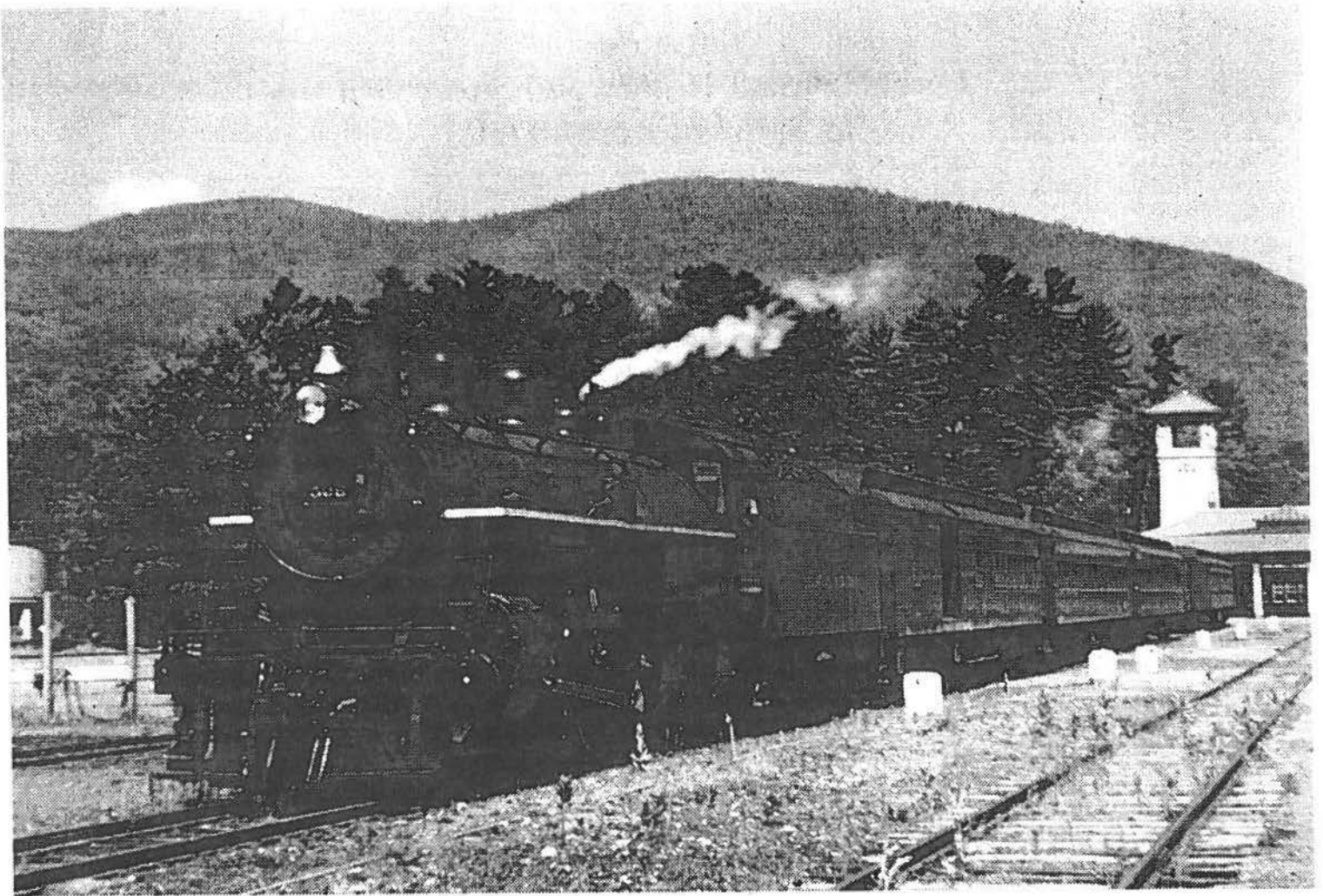
We are considerably pleased to add Mr. Matthews to the staff, and from California, no less! Welcome aboard, Kurt, and enjoy the ride.

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Top: D&H 4-6-0 #506 at the D&H's Lake George, N.Y. station. July 2, 1949 photo by Robert Collins; Rodney H. Peterson collection, BLHS Archives.

Bottom: D&H class G5 4-4-0 #451 at the Saratoga Springs, N.Y. roundhouse on August 8, 1946. Photographer not noted; William Doyle collection, BLHS Archives.



For the Record

Local Railroad History and Steamtown

by S. Robert Powell, Ph.D.

Steamtown USA opened in Scranton, Lackawanna County, PA on October 30, 1986. That Fall, members of the Carbondale Historical Society met with Steamtown officials, and proposed that Steamtown and the historical societies in the Lackawanna and Wyoming valleys in northeastern Pennsylvania work together in presenting to the general public the very rich history of railroading in northeastern Pennsylvania, by means of a series of presentations at Steamtown by members of the local historical societies. That proposal by the local historical societies was summarily dismissed by Steamtown officials as being “out of scope”.

Every time that a new Steamtown NHS Superintendent was named in the following forty years, representatives of the local historical societies met with or communicated with Steamtown officials in a timely manner, and made the same proposal that they made in 1986, and the proposal was either ignored or declared to be “out of scope”.

The closed door policy of Steamtown with regard to the rich legacy of steam railroading in northeastern Pennsylvania, especially in the Lackawanna and Wyoming Valleys, a Steamtown policy which prevailed for 40 years beginning in 1986, is impossible to justify or defend when it is recalled that Steamtown’s enabling legislation directs Steamtown “to preserve, interpret, and present the history of steam railroading in America, with particular attention to the region’s significant railroad legacy”.

Steamtown’s “unofficial” closed door policy with regard to the remarkably rich history of steam railroading in northeastern Pennsylvania, especially in the Lackawanna and Wyoming Valleys, came to an end on

January 19, 2025, when Jeremy M. Komasz was named the new Superintendent of Steamtown National Historic Site. When named Superintendent, he said: “The people and partnerships in northeast Pennsylvania help make Steamtown special. I’m excited to work side by side with staff, volunteers and partners to build on the park’s legacy”.

At *Railfest 2025*, Steamtown’s new perspective of partnerships with local historical societies and community organizations was immediately apparent, when first-class display space was made available to them near the entrance to the turntable area and the museum at Steamtown (and not, as in years past, in a remote area, adjacent to the parking lot).

Following *Railfest 2025*, the officers of six local historical societies – Carbondale Township, Jermyn, Carbondale, Forest City, the L&WV Railway, DL&W Railroad – met to discuss how local railroad history (D&H, NYO&W, Erie, CNJ, PRR, DL&W, L&WV) might be integrated into the annual *Railfest* celebration. Those six historical societies then submitted to Steamtown a description of a possible format for that integration.

On March 3, 2026, Jeremy Komasz, in an e-mail to S. Robert Powell, stated, “Thank you for your willing partnership in helping to integrate educational opportunities into Steamtown’s annual *Railfest* event. We value the collaboration of the regional historical societies and share your commitment to educating visitors to Steamtown about the rich railroad history of the Lackawanna and Wyoming Valleys and nearby communities.

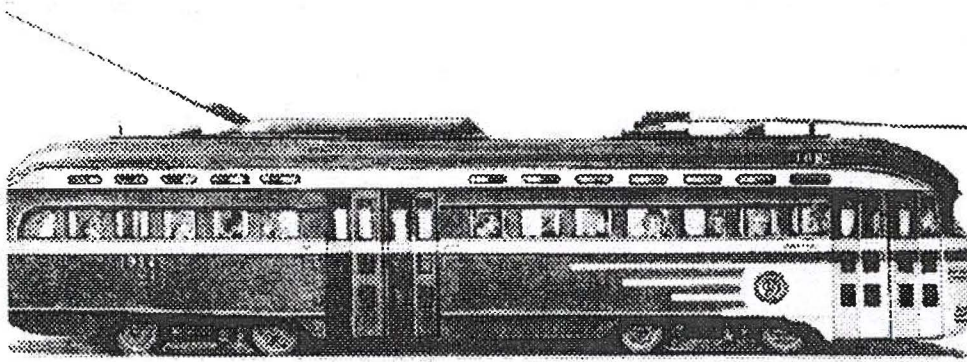
“Your thoughtful proposal in response to our discussion and invita-

tion reflects a willingness to collaborate in further developing educational programs consistent with that mandate, as well as with the broader National Park Service mission to preserve unimpaired, the natural and cultural resources of the National Park System and provide for their enjoyment, education, and inspiration. As we continue planning for *Railfest 2026* [Labor Day weekend] and future years, we will work to identify and provide the most appropriate space available for this type of educational programming. We appreciate your continued engagement in helping to enhance the educational dimension of *Railfest*”.

David R. Byers (Program Manager, Interpretation, Education, and Resource Management at Steamtown) noted: “The educational programming that will make possible the integration of local railroad history into *Railfest* will be evaluated periodically to ensure alignment with Steamtown’s mission and enabling legislation and inclusion of a broad perspective on local railroading history and heritage”.

The Carbondale Historical Society (S. Robert Powell, President), the Carbondale Township Historical Society (Cody Gonsauls, President), the Jermyn Historical Society (Bruce Smallacombe, President), the Forest City Historical Society (Eric Bennett, Vice President), the Delaware, Lackawanna & Western Railroad Historical Society (represented by Josh Stull, a member of the Board of Directors), the Lackawanna and Wyoming Valley Railway Historical Society (Vee Pauli, President) will collaborate and work with Steamtown Historic Site (Jeremy M. Komasz, Superintendent) in developing programming about

continued on page 24



Traction Action

by Dick Silber

Huge tinsplate collection

Milepost Hobbies in Amsterdam, NY has acquired the largest collection of pre-war tinsplate O-scale trains that I have ever seen. Hundreds of pieces of locos, rolling stock, etc. from Lionel, Ives, Dorfan and other manufacturers. Matt Giardino had two 8-foot tables of the stuff on display at the recent Amsterdam show, and has multiple color photos posted on Milepost Hobbies' Facebook page. If you or anyone you know has an interest in this stuff, check it out. It is simply incredible.

No more magazines

Matt also posted a notice that the store will no longer carry any magazines published by Firecrown Media. This includes **Model Railroader**, **Trains**, **Classic Trains**, **Classic Toy Trains**, and other special issues. Why? Firecrown bought out Kalmbach Publishing and changed the system.

First, it cancelled Kalmbach's decade-long policy of accepting unsold issues for return credit. Second, it will no longer accept standing monthly orders for the magazines. A dealer now has to order a specific number of copies of each month through the trains.com web site, a time-consuming process. Since the dealer profit on magazines is extremely small, it just does not pay to continue to stock them. This is part of how the train store business is changing. In 1972, there were 36 New York stores listed in the classified section of **Model Railroader**, and 25

in Massachusetts. Where did they all go?

Anniversary train set

A recent copy of the Albany **Times Union** contained a full page color ad from the Bradford Exchange for an HO scale "Salute to America 250th Anniversary Express" train set. For \$89.99, it includes a "Spirit of Freedom" 4-6-0 locomotive, a "Wings of Liberty" tender, 14 pieces of track and a transformer, and a "Declaration of Independence" old-time combine car, all painted in red, white, blue and gold. There is no indication as to the manufacturer of the set. The locomotive does not match anything in the new Bachmann catalog, which was my first thought. The ad says that this is a "once in a lifetime collector's opportunity"! For more info, see bradfordexchange.com.

Corgi streetcars and buses

On a recent visit to a local train store, I noticed two Corgi PCC streetcar models on a shelf, brand new with the original boxes, in St. Louis and Philadelphia liveries. Just beautiful. Perfect 1:50 models with beautiful graphics. I have about six in my collection, most of which are on my O scale train layout.

In the mid 1990s, Corgi introduced a line of 1:50 scale "American Classics" transit vehicles, including the PCCs, General Motors Yellow intercity coaches, "Old Look", and "New Look" transit buses, and MCI intercity coaches. All of them are

prototypically accurate in both design and graphics. Just beautiful. A lot of them are for sale on eBay at assorted prices, depending on the specific model and company. I picked up a few for about \$10 at a garage sale a while ago, and have seen some going as high as \$200 on the internet. If you happen to find one at a sale for less than \$20, it is a super buy. For example, one of my recent \$10 purchases was for a New York City Tri-boro Coach "New Look", which I have seen on the internet for up to \$200!

Even if you do not have a layout, they look great on display. The Tri-borough and one St Louis are on a shelf over my computer. The only problem is that my wife Barbara refuses to dust them.

Honor the Barbara! ... JB

Local hobby shop hours

Milepost Hobbies has switched to its summer hours. They are now open Wed-Thu-Fri-Sat 10a.m. to 6 p.m.

Key Lock & Lantern

Key Lock & Lantern, as the name implies, is a membership organization that caters to buyers, sellers and collectors of railroadiana / railroad memorabilia, etc. It publishes a magazine and multi-page newsletter several times a year, containing a huge amount of information about collectability, rarity, pricing, etc. The newsletter is awesome and just loaded with information. The group has an annual convention and public show in Carbondale, Pa. every year,

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Top: Erie Lackawanna E8 #820 leading the D&H *Laurentian* in April 1971. **Jim Shaughnessy** photo, **Jim Odell** collection, BLHS Archives.

Bottom: D&H PA #19, southbound along the shore of Lake Champlain, also with the D&H *Laurentian*. **Jim Shaughnessy** photo, **Dick Gasset** collection, via **Gordy Smith**.



featuring lots of the good stuff for display or sale. I have a copy of the latest newsletter on my computer, and can forward it to anyone who is interested. For info, see the KLL web site, klnl.org.

Stabbings on New York City subway leave three hurt

A man with a machete who attacked three people randomly at a major New York City subway station on April 11 was shot and killed by police, authorities said.

Officers responding to a 9:40 a.m. emergency call of an assault at the 42nd Street-Grand Central station encountered the man. He was behaving erratically, claiming he was “Lucifer”, Police Commissioner Jessica Tisch said at an afternoon news conference. Tisch said he was ordered to drop his weapon 20 times but refused to comply. She said ultimately an officer shot him twice when he advanced toward the officers with the knife extended.

Tisch identified the suspect as Anthony Griffin, 44, and said he had three prior unsealed arrests. He was pronounced dead at Bellevue Hospital. The three stabbing victims – an 84-year-old male, a 65-year-old male, and a 70-year-old female – sustained injuries that were not thought to be life-threatening. One man sustained “significant lacerations to the head and face”; the other man had similar injuries and an open skull fracture; and the third victim had a laceration to the shoulder. Tisch said the suspect slashed one person on a platform at the Grand Central station before going upstairs and slashing the other victims on another platform.

The police department had urged travelers to avoid the area that morning due to a police investigation, and to expect delays and heavy traffic. The NYC MTA said some subway trains were not stopping at the station, which is separate from regional train service at Grand Central.

Julie Walker and Gary D. Robertson
in Albany **Times Union**

Trump is on the right track on re-newing Penn Station

President Trump recently unveiled his plans for Manhattan’s Penn Station, about which everyone can agree on two things: The 1963 demolition of the original station, designed by McKim, Mead & White, was a tragedy; and the current station is a disgrace. Roughly a half million people pass each day through this cramped, dingy catacomb beneath Madison Square Garden.

During my tenure as Governor of New York, we made real progress. We delivered Moynihan Train Hall across the street, and it is a grand space with a breathtaking skylight and first-class amenities. We began the much-needed East Side Access project and rebuilt the Penn 33rd Street Corridor, the main passageway inside the station to the Long Island Rail Road, making that section brighter and more spacious.

But what to do with the rest of Penn Station, which serves the New York subway, Amtrak and New Jersey Transit? The dream scenario has always been to move Madison Square Garden to another location. Is that possible? Yes. Is it feasible? Definitely not. Owner James Dolan has no intention of relocating, and there is neither a viable alternative site nearby nor the billions to make it happen.

But Mr. Dolan understood the problem, and he and the state came to an agreement with the announcement to acquire the west side of the Garden – where the Infosys Theater sits – demolish it, and replace it with a large glass atrium to bring light into Penn Station. It would be transformative. That proposal included plans to acquire the block south of the Garden to expand tracks and platforms, further relieving congestion and accommodating additional trains expected from a new Cross-Hudson tunnel.

The plan was made public in January 2020, a few months before the pandemic turned the world upside

down. In the six years since, Amtrak, the federal partner in Penn Station, has been unmotivated to help, and the state has made little progress.

Last year, Mr. Trump expressed frustration at the pace of progress and indicated that Amtrak would take a lead role from the state. The president pledged the necessary resources. Final proposals from private developers will be evaluated next month. Again, some will push for the Garden to be moved. Again, it will fail the feasibility test. Mr. Trump seems to understand this. Reports indicate he supports the more realistic path of acquiring and removing the Infosys Theater to open up the Station. It would make a major difference, and it’s actually achievable.

What matters is that government makes progress. New York City is in crisis: The economic forecast is gloomy, and citizen confidence has been in steep decline for years. Political leadership is merely rhetorical, without any policy, program or plan to restore the economy, attract jobs, reduce the cost of living, and stop the exodus of taxpayers to sunnier climes. Disinvestment is contagious. People need hope that the city has a future.

When infrastructure is done right, it does more than improve a specific function; it lifts public confidence. LaGuardia Airport was famously described as befitting a Third World country. An entirely new airport was built on time and on budget, and what was considered the worst airport in the country is now considered the best. That’s what New York deserves.

The Kosciuszko bridge and the third track of the Long Island Rail Road inspire pride. Driving across the former Tappan Zee bridge reminds us that government can still do great things, and that we can change the trajectory of New York.

As the Penn Station proposals are evaluated, we shouldn’t ask what is the ideal plan, but rather what is an achievable plan that makes the most

progress. Accomplishments are what matter. The president has less than three years left in office. Getting New York, New Jersey, New York City and the federal government to work together, in good faith and with all due haste, is important to him.

After it was reported that the federal government refused to fund the next leg of the Second Avenue subway until the state gave up its “diversity” requirement, a deal was announced and funding was restored. Such standoffs could become a major impediment to progress at Penn Station. Cooperation is vital. Without it, nothing will be done.

This must not become another example of government incompetence. Now is the time, and Penn Station is the place, for government to show it can still perform. This isn’t only about bringing light into an underground train station; it’s about showing that New York City still has a future.

Mr. Cuomo, a Democrat, served as New York’s governor, 2011-21.

Wall Street Journal

Funding for Rhinecliff station paused

In the summer of 2022, Dutchess county officials cheered the announcement that the Biden administration had awarded \$28.2 million for long-sought changes to the Rhinecliff Amtrak station, one of the busier passenger train depots in New York. Now, officials have received word from President Donald Trump’s administration that the funding had been abruptly paused for further evaluation by the U.S. DOT.

The Empire State Passengers Association, a public transit advocacy [special interest] group, has issued a statement expressing “extreme disappointment” in the pause, and said they feared it would lead to a complete cancellation of the project. The association said the delay means Rhinecliff riders “will wait even longer for these badly needed” repair investments and full Americans with Disabilities Act access at the station.

It was unclear what led to the pause. The NYSDOT referred questions to the Federal Railroad Administration, which is overseeing the project alongside state transportation officials. Under Biden, the USDOT granted the funding as part of a \$233 million plan to modernize intercity passenger rail service across the country. The money allotted to Rhinecliff was intended to replace the station’s existing platform, improve train signaling machinery, and construct a pedestrian bridge. The project also included funding to replace the station’s crumbling stairs and add elevators.

The project was under environmental review at the time of the pause, and construction had been set to begin in the spring of 2027.

The federal transportation department said in 2022 that the upgrades were needed to increase the number of trains running daily on the Empire Corridor between New York City’s Penn Station and Albany. The Rhinecliff station, located about 90 miles north of New York City, serves about 26 Amtrak trains daily. Nearly 219,000 riders passed through the station last year, making it the fourth-busiest Amtrak station in New York.

Nora Mishanec in Albany Times Union

Fight breaks out over train fares for World Cup

Two months before nations begin duking it out in World Cup matches in New Jersey, a bitter clash has already broken out over how supporters will even travel there.

Soccer fans who were already facing the most expensive tickets in the history of the World Cup were informed last week that a round-trip train ticket from New York City’s Penn Station to MetLife Stadium will cost \$150 on N.J. Transit. On NFL game days to the New York Jets or Giants games, that route costs \$12.90.

The uproar is merely the latest example of the massive prices that have come to define the first World Cup held in the U.S. since 1994. As

the cost of tickets surged through the dynamic pricing model set by FIFA, soccer’s world governing body, many host cities followed suit by charging astronomical special-event costs on match days.

In New Jersey, the dispute has now drawn in New Jersey Gov. Mikie Sherrill, who took aim at FIFA, even though the train prices were set by local authorities and not World Cup organizers. Sherrill called on FIFA to pay for the rides to and from each of the eight games taking place at the stadium, including the World Cup final on July 19.

FIFA responded by saying that the original 2018 host-city agreements had required free transportation for fans to all matches. But in 2023, FIFA scaled back that requirement, requiring only that ticket-holders be able to access transport “at cost”.

The fight escalated when Sherrill said that FIFA had eliminated parking at the stadium for the matches, “putting the burden of transporting four times more match-day riders than typical for an event at the stadium on N.J. Transit”.

New York isn’t the only city where transit costs are surging for the World Cup. Boston’s World Cup host committee recently said it would charge \$95 for bus service to and from Gillette Stadium in Foxborough, Mass., quadruple the usual cost for a trip from the city to the stadium.

The World Cup has long been the main revenue source for FIFA, and the organization has seized on the chance to return to the richest sports market in the world, as the U.S. co-hosts with Canada and Mexico. FIFA president Gianni Infantino, who drove the tournament to expand to an unprecedented 48 teams, has often described this year’s edition as “104 Super Bowls”.

But for American fans in particular, the Super Bowl also evokes prices far beyond which most people can afford. FIFA’s use of dynamic ticket pricing for this World Cup has sent the cost of seats to some games soar-

ing well into the thousands of dollars when they are even available. On one resale site Friday, the starting cost for a ticket to the final at the stadium was over \$9,000.

Including the price of transportation, that trip could now cost at least \$9,150 per person.

Rachel Bachman and Joshua Robinson in **Wall Street Journal**

After train crash, family sues rescue for horse's return

A family whose miniature horse was severely injured after being struck by a train earlier this month is suing the rescue organization that took custody of the animal, disputing claims they gave up ownership.

Teddy, a brown-and-white miniature horse, escaped his paddock in Saugerties, N.Y., with his companion, Duke, after a bear damaged their fence in the early hours of April 8. A few hours later, Teddy was hit by a CSX train just south of Catskill, suffering a fractured vertebra and rib, along with a large, bone-deep gash to his left hindquarters.

Greene County sheriff's deputies who responded to the scene initially did not know who owned the horse, and called Unbridled Sanctuary, a Greenville-based rescue organization, for assistance. Although Teddy's owner, John Monahan, eventually arrived, Unbridled – not Monahan – transported the horse to Rhinebeck Equine, where it remains under treatment.

Unbridled Sanctuary expected Teddy would be returned to its care after recovering. But Monahan, through his attorney and daughter-in-law, now disputes founder Susan Kayne's claim that the family relinquished ownership.

In a lawsuit filed Friday in state Supreme Court in Ulster County, Monahan is seeking Teddy's return. Conklin said Monahan was put in an impossible position at the scene. According to Conklin and the family's attorney, Ann Weaver, Monahan never signed any paperwork

surrendering ownership. Weaver described the scene as chaotic.

But in a text message to the **Times Union**, Kayne said seven people, including three sheriff's deputies, witnessed Monahan verbally transfer ownership to Unbridled Sanctuary at the scene. The sheriff's office incident report "does reflect that ownership of the injured pony was relinquished to Unbridled Sanctuary at the scene", according to a department spokesman.

Conklin and Weaver said the family is not seeking monetary damages and is not pursuing Kayne personally. Weaver added that Monahan is willing to cover all veterinary expenses and reimburse Unbridled Sanctuary for transporting Teddy to Rhinebeck.

According to a recent update on Unbridled Sanctuary's Facebook page, Teddy's veterinary care has exceeded \$15,000, with more than \$8,000 raised so far. Conklin said the family, including Duke, misses Teddy deeply.

Sarah Trafton in Albany Times Union

Will they sue the railroad? ... DS

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

For the Record from page 18

local railroads that played an important role in the history of his/her community and in the history of the Lackawanna and Wyoming Valleys and communities in the Steamtown area in the 19th and/or the 20th century. These presentations on the D&H, the NYO&W, the CNJ, the Erie, the DL&W, the L&WV, and the PRR will be open to all visitors to Steamtown, free of charge.

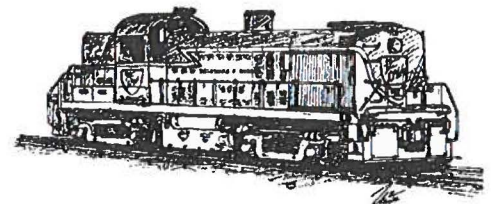
Under this agreement, each year, beginning in 2026, one of the six local history organizations named above will deliver, at *Railfest*, a 45-minute presentation about a railroad that played an important role in the history of his/her community and in the history of the Lackawanna and Wyoming Valleys and the surround-

ing area in the 19th and/or the 20th century.

These educational presentations by local historians on local railroads will not only celebrate local railroad history but also present that history in the context of railroading in America. This series of railroad history presentations will begin at *Railfest 2026*, when Dr. S. Robert Powell will speak on the Delaware and Hudson's Gravity railroad. In 2027, another member of the group of six historical societies will deliver a presentation on a railroad in his community in the 19th and/or 20th century. After all six historical society presenters have done a presentation, the series of presentations by local historians will start over again.

The spokesperson for the six local historical societies is **Dr. S. Robert Powell**, President of the Carbondale Historical Society (srp18407@gmail.com).

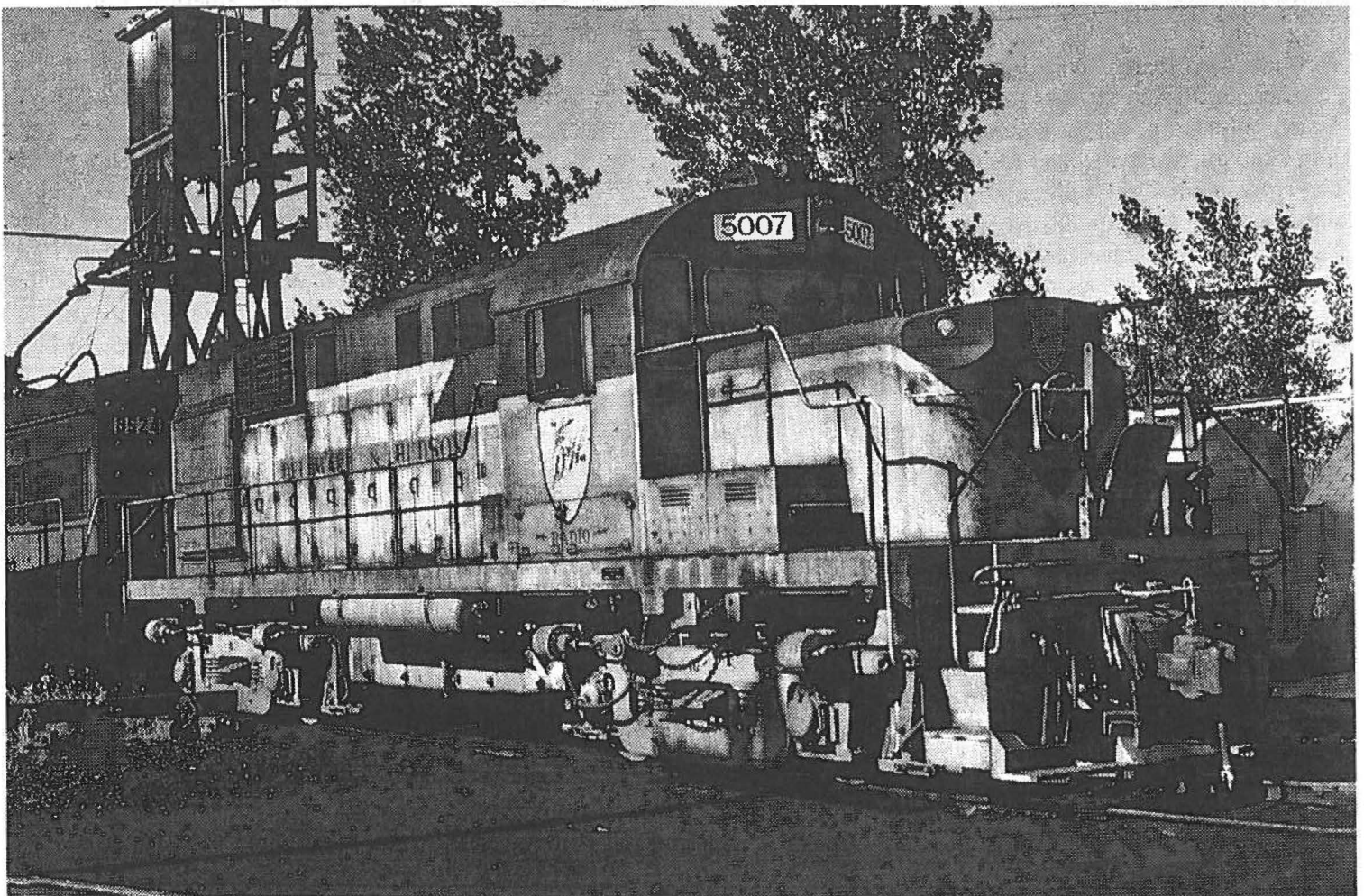
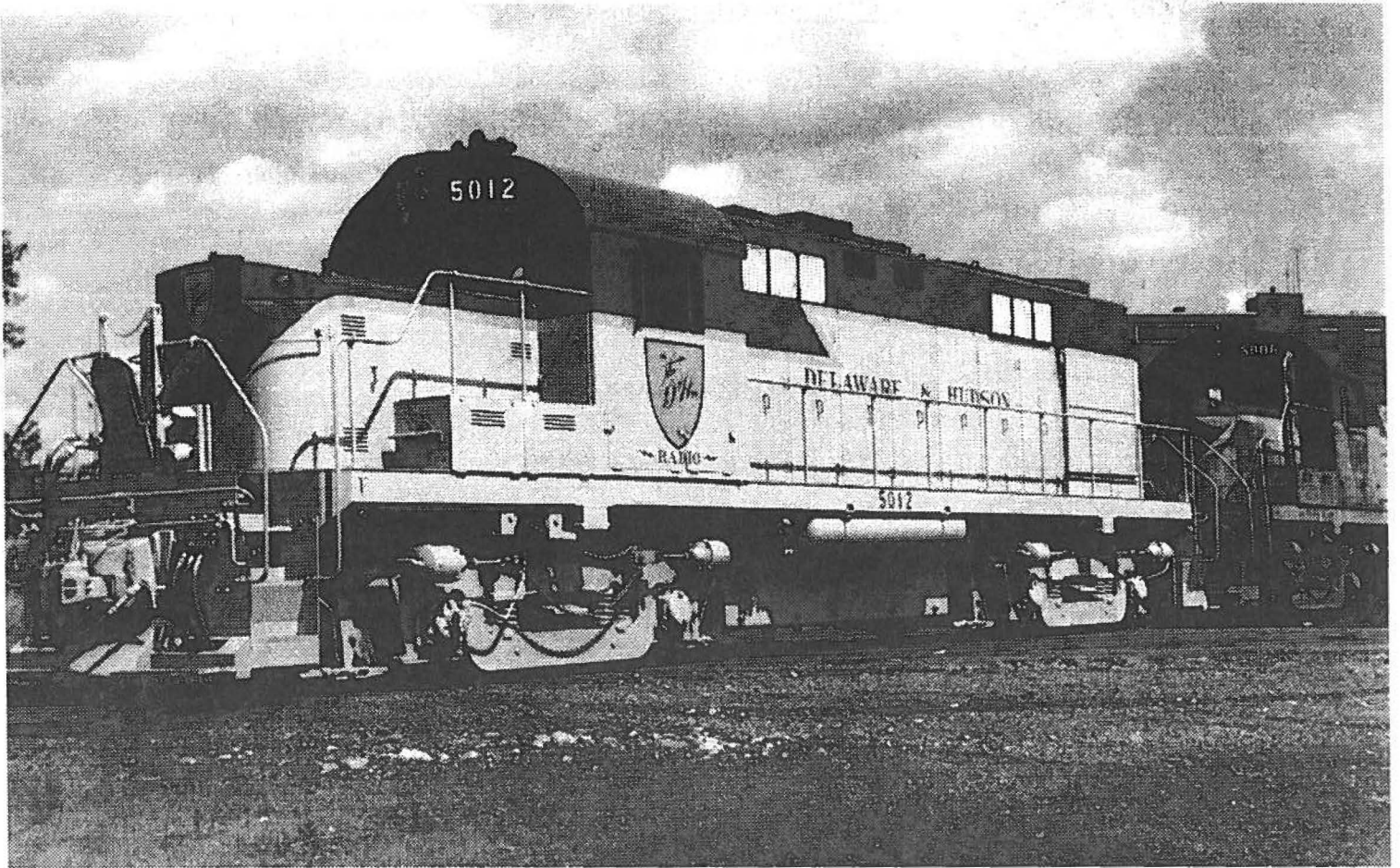
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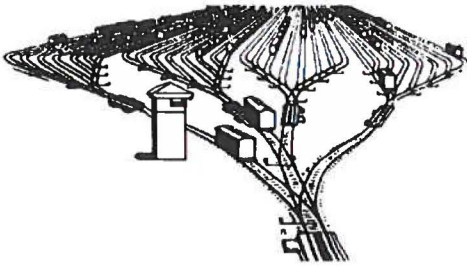


Page 25:

Top: A very clean D&H 5012, the first RS36 on the roster, is lined up outside the Diesel Shop at Colonie Yard, apparently freshly outshopped. BLHS Archives.

Bottom: In contrast, we have very dirty D&H RS11 #5007, resting between jobs at Rouses Point, N.Y. on July 24, 1975. Photo by David Hamley; Dick Gassett collection, courtesy of Gordy Smith.





The Receiving Yard by Doug Barron

Canadian Pacific Kansas City official-ly reveals KCS #1776

The CPKC locomotive is painted in a new commemorative livery that honors the 250th anniversary of the U.S.'s Declaration of Independence, and celebrates the founding of the U.S.A. The unit was released from Wabtec's Fort Worth, Texas manufacturing facility.

KCS #1776 is a new ET44AC unit, and is the first of five such units that will bear special commemorative America 250 liveries. The unit's design showcases Old Glory Red and Old Glory Blue colors, plus the logo of America 250.

Railpace

New use for Albany Union Station

Kiernan Plaza, Albany's former Union rail station, will be converted into a mix of residential and commercial space in an \$18.6 million project undertaken by Redburn Development Partners of Troy. Over the past few decades, the building has mainly been used for commercial office and entertainment space.

The building will be renamed Union Station, the name of the building when it was completed in 1900 as Albany's combined station. Built for the New York Central & Hudson River Railroad, it was also used by the Delaware & Hudson Railroad and the Boston & Albany Railroad. The new Union Station will include 50 new apartments.

Redburn purchased Kiernan Plaza in 2023 for just \$1 million from "N Y Creates", the entity that owns Albany NanoTech. The former train station was acquired by an affiliate of the high-tech nonprofit in 2013 for \$3

million, with plans to transform the building into a high-tech "test-bed", which was supposed to include participation by IBM. The vision for the building never materialized.

Albany Times Union

B&M SW1 bound for Danbury

A Boston & Maine SW1 is en route to the Danbury Railway Museum in Danbury, Conn., two years after it was "saved" by a grass-roots preservation effort. Built in 1953, locomotive #1127 was unique in that it was the only SW1 on the B&M roster outfitted with M-U control, which allowed it to be operated in tandem with other diesel locomotives. For years, the locomotive was assigned to branches in central New Hampshire. In 1996, it was sold to the Luzerne & Susquehanna in Pennsylvania. In 2024, preservationists learned that the locomotive was going to be scrapped within days, and launched a GoFundMe campaign that raised the \$65,000 needed to buy and move the locomotive, all in a matter of three months. The engine was then handed over to the Danbury Museum, which had been raising money to move it and ensure its continued survival.

The engine is presently being moved from Pennsylvania to Connecticut. It is painted black and lettered for the B&M, but long-term plans call for painting it in the railroad's maroon and gold livery.

Champlain Valley NRHS Shortline

CSX train derailment in N.J.

Thirteen cars of a CSX train derailed late April 14 in North Bergen, N.J., resulting in an ethyl acetate spill. No injuries were reported, and there was no confirmed danger to the public. N.J. Transit service was not impacted.

ABC7 News

Union Pacific announces "America 250" locomotive

Union Pacific has unveiled its America 250 locomotive. The unit, #1776, will wear UP's traditional

Armour Yellow, as well as the America 250 logo and the large American flag decal that was long a feature of UP locomotives.

Trains Newswire

R.J. Corman introduces two America 250 locomotives

R.J. Corman Railroad (RJC) has announced that it is preparing two CW40-8 locomotives in a paint scheme celebrating the 250th anniversary of American independence.

Numbered 1776 and 2026, the locomotives connect the nation's founding with its present. Purchased from Wabtec and formerly owned by CSX, the units are receiving their new paint scheme as part of the delivery process before entering service. Following delivery, the locomotives will operate in the Nashville area on RJC's Nashville & Eastern Railroad. #1776 is scheduled to arrive in July, followed by the 2026 in September.

According to RJC, the locomotives recognize 250 years of American history while continuing the daily work that keeps American freight moving, supporting local industry and connecting communities across the nation.

Trains Newswire

Additional information on May photos

On the bottom of page 9 of the May 2026 *Bulletin* is a photo of D&H U23B #309 sitting next to Safety Car #35215 in Whitehall, N.Y. Like several roads that had initially purchased high horsepower second generation diesels for main line use, the D&H eventually saw a need for new locomotives with more versatility. In 1968, the D&H acquired 16 U23Bs from General Electric, nos. 301-316. The units were delivered in late summer 1968. In the early 1970s, the D&H decided to adopt horsepower numbers for these units, and renumbered them 2301-2316 (except for the 315, which was heavily damaged in a wreck in April 1971 and scrapped).

In June 1983, the D&H U23Bs were "sold" to Guilford and assigned to Maine Central. D&H 2316, after a stint as MEC 294, was rebuilt by

Morrison-Knudsen in 1987 and sold to Southern Peru Copper Company of Cujone, Peru. The other U23Bs have been scrapped. As a guess, I would say that this photo was taken in 1968.

Regarding the safety car #35215, this was not a "Miner Coach" but a former Boston & Albany commuter coach. In 1956, the ICC banned wooden passenger cars in regular service. The D&H purchased 13 former Boston & Albany Railroad commuter coaches. Osgood Bradley built the coaches that would become D&H 208-221 to replace the wooden cars that the D&H was using in local service.

In July 1960, eight locals north of Albany came off, leaving only the through day and night trains, The *Laurentian*, the *Montreal Limited*, and a commuter train operating between Saratoga Springs and Albany. The Binghamton local remained only for another two years before making its last run on January 24, 1963.

After the Saratoga Springs commuter train ended, by 1963 most of the former B&A coaches were sold. The majority of the cars went to the Long Island Railroad and to the NYS&W. The D&H kept a couple of the cars, which got a new lease on life from the mechanical department. When the tourist line Otter Valley Railroad started up in Vermont, safety car #35215 was leased to them. After the Otter Valley Railroad shut down, the car was returned to the D&H. It was stored at Colonie Yard and was scrapped in 2018.

As to the C420 #211 on page 40 a "mystery", in early 1976, two leasing companies purchased 21 C420s from the Long Island Rail Road and immediately began to lease or resell the former passenger units. Still trying to cope with the demands brought about by route expansion, the D&H was happy to oblige with leases during 1976-77. A total of 18 LIRR C420s were leased at different times by the D&H. The units were not the equal of the freight C420s that the D&H

got from the Lehigh Valley. They were designed for commuter service with a steam generator in the short hood and lacked dynamic brakes.

The Rail Traction Corporation group, 200-207 and 209, were working for the D&H in 1976, while the RKO General Corporation batch, 211, 212, and 214-220, were on a one year lease for all of 1977. None were renumbered and all remained in their MTA yellow and blue. The units received a small D&H shield and the owner's name on the cab.

No LIRR C420s worked for the D&H after January 15, 1978.

Books "Delaware & Hudson, Delaware & Hudson Power in Color" and "Delaware & Hudson Railway Through Passenger Service in Color"

Yet another Glenville bridge strike

On April 24, 2026 a driver towing a camping trailer hit the Maple Avenue railroad bridge underpass in the town of Glenville, N.Y. The bridge is the former Boston & Maine Railroad, now Berkshire & Eastern Railroad, bridge. Glenville Police responded to the crunch shortly after 10:09 a.m. Police said a pickup truck driven by Marc Beauchamp of Quebec, Canada was traveling northbound while towing a 2022 Grand Reflection 5th-wheel camping trailer, when the top of the trailer hit the bridge. No injuries were reported. Police said the camping trailer was 34 feet long and 12 feet high. The bridge clearance is marked as 10 feet.

Beauchamp told police he did not know the height of the camper, and was issued a summons for violating Glenville Town Code for failure to adhere to bridge height warning. He is scheduled to appear in local court at a later date. Video from the scene showed the badly damaged trailer.

This bridge strike was the third in just nine days. The first was on April 16; the second on the 20th. In the April 16 strike, a motor home struck the bridge. That driver, Reymond Methot of Levis, P.Q. was also cited.

The strike on April 20 involved another 5th-wheel camping trailer, this one towed by a pickup driven by

Kelly Ann Wright of Saratoga Springs, who was northbound when the top of the trailer struck the bridge. That trailer was 13 feet high. Wright was also issued a summons. The strikes mark the latest for the span in recent years. The bridge has often been battered and scraped by over-height vehicles as they attempted to pass under after failing to take note of the signage warning noting the structure's height.

The most notorious incident came in December 2023, when a truck carrying canisters of compressed natural gas collided with the structure, triggering an explosion that rocked the eastern side of town and was reportedly felt in nearby Saratoga County.

The Maple Avenue bridge is near the Glenridge Road railroad bridge, which is often thought of as notorious for the number of trucks that have hit it.

WRGB, Schenectady Gazette

Woman dies after being hit by Amtrak train

New York State police were investigating after a 68-year-old woman was fatally hit by an Amtrak train in the town of Rhinebeck on Saturday April 25. The incident occurred on the Amtrak line near the Rhinecliff train station. According to the N.Y. State Police, the woman stepped onto the tracks moments before being hit by Amtrak train 234. Train 234 had departed the Albany-Rensselaer station about 6:50 a.m. with approximately 200 persons on board. The accident occurred around 7:44 a.m. The Rhinecliff Fire Department responded and had the train moved slightly forward to access the victim, who was pronounced dead at the scene. Investigators have not yet released the identity of the woman. There were no reported injuries among the passengers or crew. Train service resumed about three hours later.

WABC, WAST News

The D&H in recent media

Near the end of March, The

Saratoga, Corinth & Hudson Railway started operations for the 2026 season with a "Cottontail Express". On the web site RailPictures.net are several photos of the train on March 28, 2026 as it headed south from Corinth. One of the photos shows the train led by green Alco S1 #5 as it crossed the Route 9N overpass in Greenfield, N.Y. The bridge still has its D&H logo on it, and is next to the former D&H Kings station, with its former D&H caboose.

Also on the web site is a photo of CSX train L040 along the CSX River Sub at Fort Montgomery, N.Y., taken on April 10, 2026. The L040 is a once-weekly Kingston-to-Blauvelt turn. The train had CSX GP40-2 6419, ex-C&O and CSX GP39-2 4300, ex-D&H 7404.

In the May 2026 issue of **Railpace** is a photo of CSX train L040 with the 4300 leading CSX GP40-2 6956, ex-Conrail #3375, as the train exited the south portal of the Haverstraw tunnel. The short consist was entering Congers, N.Y. on February 27, 2026. The 4300 is ex-Guilford/D&H 373, ex-D&H 7404, see Reading 3404.

In that same issue is a photo of volunteers working on Reading Company T&HS's GP39-2 #3412 to backdate the locomotive's features and details to its Reading ownership era, before repainting into the final RDG solid green paint scheme. (Currently, the engine is painted in D&H blue with a yellow nose.) The twin air conditioners have been removed, as is the remaining PSR hardware. Also gone are the electronic fuel monitoring, side window awning, and CSX battery box covers.

The locomotive was one of 20 delivered to the Reading in 1974, and sent to the Delaware & Hudson upon the startup of Conrail in 1976. Eventually, the locomotive went to CSX, which donated it to the RCT&HS in 2019.

Also in that same issue it is reported that during March, Norfolk Southern train 19E was seen at Centuria, Illinois with three units heading

to the Progress Rail Services facility in Mayfield, Kentucky. They included GP38-2s 3021 and 3104, as well as D&H GP38-2 7304, which is the last unit on the CPKC roster in D&H livery. Reportedly, these units will be refurbished and repainted by Progress Rail, emerging in the current CPKC paint scheme.

On April 20, 2026 Norfolk Southern ran geometry train 92G south on the D&H. On Railpictures.net was a photo of the train as it passed a red barn in Schoharie Junction at MP 507. It's all about the horses which grazed in a field as black horse NS 6942 pulled the train. The spring colors were in full swing.

In the May 2026 issue of **Railfan & Railroad**, in CPKC motive power notes, D&H GP38-2 7304 has been sent to Progress for rebuild. CP Rail GP38-2 7305 has gone to Mighty River Recycling in Alton, Ill., for scrapping. The #7305 had been off the roster and stored for a number of years.

In that same issue was an article on the Wisconsin & Southern in the WATCO era. Watco purchased a 90% interest in the W&S in November 2011, and later purchased the remaining 10%. In operational changes, in late 2013 WSOR 3806 and 3807 were traded for a pair of ex-UP, ex-D&H GP39-2s WAMX 3928 and 3947. The 3928 was ex-UP 1234, ex-B&M 355, ex-D&H 7615; the 3947 was ex-UP 1233, ex-UP 2733, ex-B&M 354, ex-D&H 7614. Among the photos with the article is one of the 3928 wearing a commemorative 35th anniversary scheme as it crossed the Wisconsin River bridge near Spring Green, WS on April 14, 2016. The photo is also on the cover of the magazine. Another photo shows recently-repainted GP39-2 3947 as it leads Madison local L469 across the Yahara River between Madison and McFarland on December 31, 2017.

Replacements came to the roster during 2022-2023, with five ex-Norfolk Southern GP59s. These locomo-

tives displaced GP38-2s 3868 and 3870-3872, plus GP29-2 3947. (The article doesn't say where the #3947 went or what happened to the 3928.)

Also in the same issue is an article, "Michigan Alcos". The ambitious Detroit & Mackinac undertook two in-house rebuilding projects, acquiring a pair of ex-Long Island Rail Road RS3s, rebuilding them in 1977-78 to a more traditional RS3 configuration. D&M 977 began life as D&H 4020 before becoming Long Island 1520, while D&M 1077 was formerly LIRR 1553. Both retained their high short hoods and original 244-series engines, and entered service in the road's dark green paint with the familiar gold oval road number on the long hood.

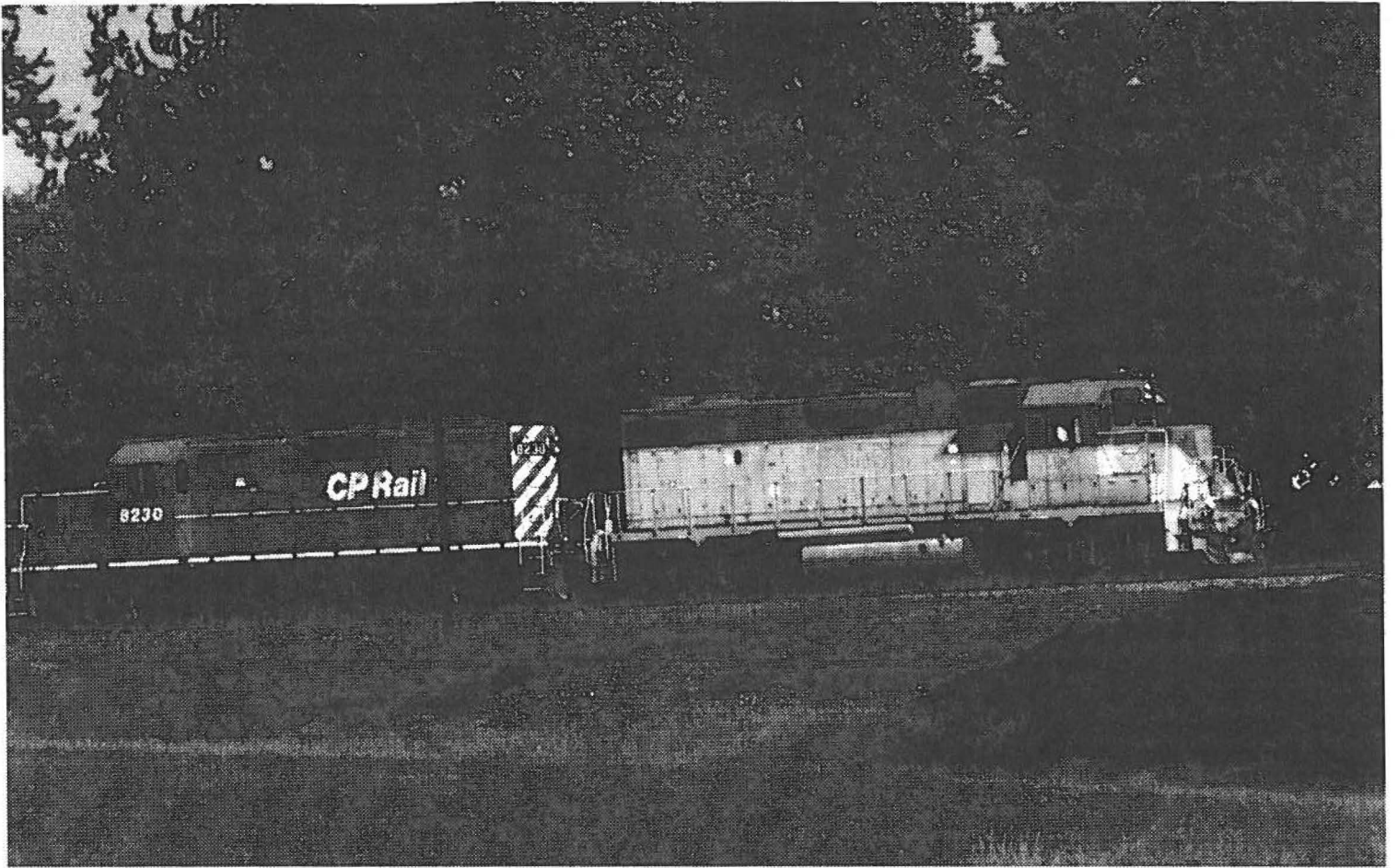
The West Michigan Railroad employed an RS3 on its five-mile line between Paw Paw and Hartford, former CSX trackage. The 203 had a well-traveled past; originally D&H 4071, it later worked for Providence & Worcester, Lackawaxen Valley, and West Jersey before reaching Michigan. The days when Alcos could be found across Michigan's main lines, short lines and industrial plants are now part of history.

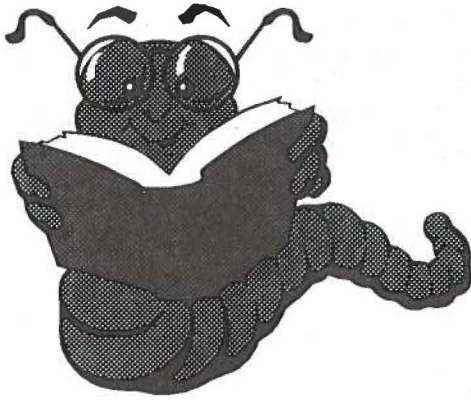
On Railpicture.net was a photo of Batten Kill's yellow Alco RS1 3501, a.k.a "Buttercup", sitting at Shushan, N.Y. where it had spent the
continued on page 36

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Top: It's a move from Kase to Banks on the Sunbury line by D&H #7303 and CP #8230 to pick up cars for the trip north. July 18, 2009 photo by Floyd Conklin.

Bottom: D&H C424m #75 at East Binghamton, N.Y. yard on August 13, 1988. This appears to have been taken just after Guilford cast aside the D&H; the grey and orange paint remain, but the big "G" on the long hood has been painted over with dark paint. Rodney H. Peterson photo, BLHS Archives.





Media in Review

by Steve Wagner

Public television shows

Despite the recent ending of federal government funding for public TV, it continues to air programs on issues relating to railroads and industries that they serve, both in the U.S. and elsewhere in the world. The Greater Boston area is home to no fewer than five public TV channels; when I was growing up in the Philadelphia area, that area had only one such channel available.

One program that was to be broadcast on April 30 was *Point of View*, Episode #3809, "Black Snow", described as "an environmental thrill that shines new light on the human cost of coal". I watched most of a repeat of it on the same channel on May 1.

The program turned out to be about tremendous environmental and health problems caused by both active and abandoned coal mines, both open pits and underground facilities, in and near the city of Kizelyovsk in the Kemerovo or Kuzbass region in Siberia, Russia. This was after Vladimir Putin came to dominate that major country, turning it into both a kleptocracy (rule by thieves) and a totalitarian one. It was extraordinarily depressing, much worse than any coal-related disasters in the U.S. in recent decades. The courage of many ordinary residents of the area in confronting officials who blatantly lie about what has been going on, resulting in

serious illnesses and deaths of many persons, including very young ones, is admirable; the behavior by police and others in government makes abuses in North America look tame. I'm sure that a physician friend, who grew up Jewish in Russia, will not be surprised if she watches it.

As usual, public TV stations have been airing much more pleasant programs about rail transportation in this country and many others around the world.

Videos

Harrison Smith, a former BLHS member much younger and technically adept than I, continues to produce interesting videos about real railroads and model railroading. I have not yet seen some of the former covering, for example, three railway lines in Canada: the Quebec Cartier Railway; the Quebec, North Shore & Labrador; and "This Railroad Came Back From the Dead: The Gaspésie Railway Society". I look forward to watching all of these. You can find them searching for North Country Trains on-line. [I assume on YouTube...JB]

I hope to apply for renewal of my U.S. passport, in hopes that I can make a much shorter trip into Canada to visit the Canadian Railway Museum in St. Constant in the province of Québec. It is also called Delson, another name, like Delanson, NY, derived from Delaware & Hudson. Delson was served by our favorite railroad's Canadian affiliate, the Napierville Junction Railway. My wife, whose father was born in New Brunswick, also has recently learned that she is eligible to become a citizen of Canada as well as of the U.S., and plans to do so, as do our sons and our older one's children. I'm not entitled to that, but I would need a current U.S. passport to get back into the U.S. from Canada.

There are numerous other interesting rail-related videos on-line, plus others for sale.

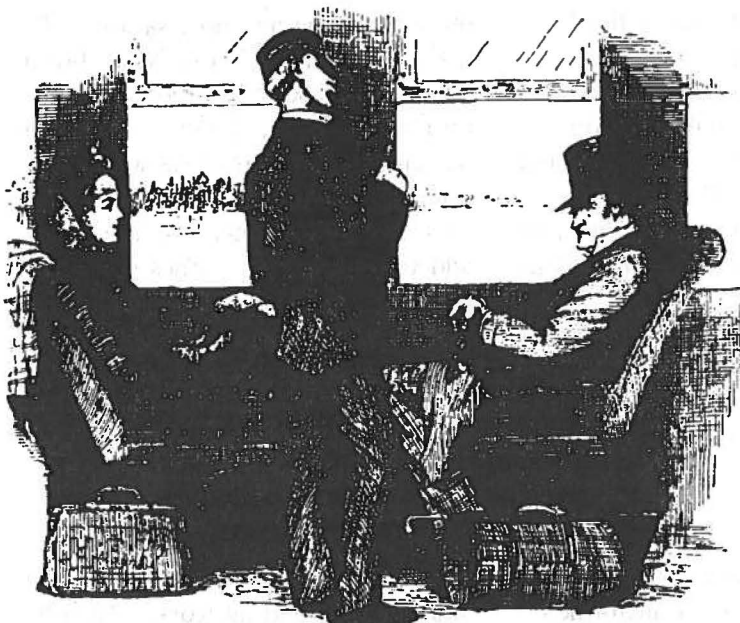
Books

I still want to buy the book on the paper industry published by Fire-crown. An e-mail for Garbely Publishing Company has noted that pre-orders were due for an upcoming book, "Trackside in Eastern Canada with the Plant Family", by Jeremy F., Jeffrey G. and Brian D. Plant, as well as for back-orders for limited reprints of "From the Great Lakes to the Upper Mississippi: Railroads of the Northern Midwest, 1972-1999" by Jeremy F. and Jeffrey G. Plant", and "New York, Susquehanna & Western, Vol. 5: Binghamton to Utica & Syracuse", revised second edition, by Neil P. Fisch and Rudy Garbely". All of these were to come in early June.

The following books have pre-order dates: "Industry City - The Last Vestige of Industrial Railroading in New York City, Vol. 1: Brooklyn Eastern District Terminal and New York Dock Railway", by Paul Strubeck, pre-orders due May 29 for mid-October delivery; "The Lackawanna Electrics: New Jersey's Famous MU Cars", by Don Ehrenbeck, pre-order by July 3 for mid-August delivery; "Erie Lackawanna Cabooses", by Rudy Garbely, pre-order by July 31 for mid-December delivery; "Big Four Route: The Story of the Cleveland, Cincinnati, Chicago & St. Louis Railway and its Role in the New York Central System", by William Benning Stewart, pre-order by Oct 2 for January 2027 delivery; and "First-Generation Conrail Geeps", by Rudy Garbely, pre-order by Dec. 4 for March 2027 delivery.

Likely to be published next year are an as-yet untitled research/photo book on D&H diesel locos by Ed Cox; another one on D&H freight cars by Tony Hodun; "Iowa Interstate: 40 Years of Iowa's Railroad" by Rudy Garbely; "Dereco: Norfolk & Western's Ownership of the Erie Lackawanna and Delaware & Hudson, 1968 to 1984", by Rudy Garbely.

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Bridge Line Memories

*A compendium of the letters, items, stories and memories about our favorite railroad(s) and other interesting subjects, as compiled by the **Bulletin** staff.*

100 years ago: April 3, 1926

After being in a truck that recklessly threaded Albany traffic, endangered pedestrians and threatened other vehicles, a man who gave his name as Joseph Russell of Orange Street was arrested by federal agents in Watervliet, following a long chase that culminated in him abandoning the truck and leaping down a 6-foot embankment. The driver of the truck escaped and was still at large.

The agents had been driving along Northern Boulevard toward Troy when they became suspicious of a truck coming the opposite way. The feds turned their car around to follow, which led the truck's driver to hit the gas, and the chase was on. It continued onto Third Street, then Lark Street, Second Street, Ten Broeck Street, Livingston Avenue and Broadway, and continued there all the way to Watervliet, with numerous other motorists joining the pursuit.

Along the way, the truck ignored traffic regulations, passing trolleys on the right and left, and traveled on the wrong side of the road for most of

the time. Once in Watervliet, the truck stopped so suddenly that the closely following agents' car crashed into it and was badly damaged.

That's when Russell jumped out and his accomplice took off. One of the agents quickly followed Russell down the embankment, nearly landing on top of him, before placing him under

arrest. The agents' initial hunch proved correct when the truck was found to be filled with illegal beer with an alcohol content not seen since pre-Prohibition days.

Albany Times Union

100 years ago: April 8, 1926

After many years, much heated debate and countless opinions, work finally began on the long-ago announced project to give Albany a deeper channel and turn the city into an inland port destination on par with those around the world like Portland, Ore.; Montreal; Hamburg; Antwerp; Canton; and Manchester.

After Gov. Al Smith signed an act, he, along with the mayors of Albany and Rensselaer, and representatives of the port commission and the Deeper Hudson Committee, turned over ceremonial spadefuls of earth on Westerlo Island, kicking off the official beginning of development. Within a few years, the site would be the home of the Port of Albany terminal, a \$6 million endeavor that was to include warehouses, elevators, cold storage plants, a terminal rail line and piers and slips for ocean-going vessels.

The event was preceded by a luncheon at the Ten Eyck Hotel, presided over by officials from the

commission and committee, and featured speeches from Gov. Smith, Lt. Gov. Seymour Lowman; Albany Mayor John Boyd Thacher II; Col. John Slattery, who was the engineer in charge when the Deeper Hudson was authorized; port engineer Ernest P. Goodrich; and Assembly Speaker Joseph A. McGinnies.

Army engineers on July 1 would commence the actual work of dredging a 27-foot-deep, 30-mile-long channel from Albany to Hudson at an estimated cost of \$11,200,000.

Albany Times Union

135 years ago: April 8, 1891

The West Shore Railroad will sell excursion tickets on April 18, 1891 from Coeymans Junction to New York [destination not noted] and return, including admission coupon to Barnum's Show at a low price of \$3.10.

Coeymans Herald

100 years ago: April 9, 1926

New agent at the Altamont station. R.B. Safford, a man with over 20 years railroad experience, has received an appointment as station agent at Altamont, N.Y., coming from a similar position at Maryland, N.Y., two stations this side of Oneonta.

Altamont Enterprise

100 years ago: April 12, 1926

Clara Smallcooke and her 16-year-old daughter, Gladys, of Glenwood Road in Menands, who were victims of the recent wreck of the *Nellie Bly Express* train in New Jersey, returned to their home, with the woman praising her daughter's heroism for helping to save her life.

The pair had taken the first two seats on the right side of the train's first car behind the engine. Before long, the whole train suddenly began bumping along the rails. Smallcooke saw the roof and front of the car collapsing on Gladys, but then she became unconscious. When she woke up, she was in a pool of water, pinned between her seat and the broken window, unable to escape through

the opening. Her daughter, who was relatively safe in an improvised "room" created by the telescoping walls of the train, helped to keep her head above water. When rescuers arrived and tried to extricate Gladys first, she refused any assistance until they took care of her mother. The older woman was freed after much struggle, and then her daughter followed.

Smallcooke told reporters she didn't realize how narrow an escape she and her daughter had experienced until she saw the body of a dead man, who had been sitting directly across the aisle from them.

Rev. James E. Kelly, pastor of St. Theresa's Church on New Scotland Avenue in Albany, was also on the train, and received slight injuries in the crash. He had been on his way to Atlantic City for several days' vacation, and was expected to continue on to there to recuperate.

Albany Times Union

100 years ago: April 17, 1926

On the 100th anniversary of the incorporation of the first railroad in New York, as well as the first railroad in the country designed to be powered by a locomotive – the Mohawk & Hudson Railroad – the event was commemorated with exercises in both Albany and Schenectady.

Two special trains steamed into Union Station in Albany in connection with the centennial celebration. The first was made up of ten cars from various trains, ranging from the "tiny but gaudy" DeWitt Clinton, the very first train to traverse the M&H tracks, to a massive new freight engine turned out from the Schenectady Locomotive Works (by then part of ALCO) for use on the New York Central, the successor to the M&H, and not yet in commission.

The second train, a deluxe special, brought guests of the New York Central, including company president P.R. Crowley. They were met at the station by Gov. Al Smith, Albany Mayor John Boyd Thacher II, and

many other state and local officials. People were allowed to tour the nearly century-old DeWitt Clinton, while New York Central employees from Albany and their families wore period costumes to reenact the privileged guests who took part on that very first train journey once it finally opened in 1831.

At Steuben Street, Thacher unveiled a bronze tablet on the wall of Union Station marking the historical event, and addressed the crowd by praising the railroad, the men who created it and the ever-changing personnel and workers who kept it running for nearly 10 decades. He also talked about how it had transformed the entire region: "It is a far cry back to the little trading post, Fort Orange, where the merest handful of intrepid souls, strangers in a strange land, fought and toiled their way to found what has since become the great and splendid city of Albany".

Albany Times Union

100 years ago: April 24, 1926

Daylight Saving Time was coming to Albany, as almost all of the city's churches, except for a few Catholic ones, were to be the first to adopt the new time beginning at 2 a.m. Sunday. Business and government entities in the city wouldn't adopt the change until Monday, as would most other cities, and towns in the region. Some municipalities were delaying the change for a short time, but by June 1, an "unbroken line" of Daylight Saving Time was expected across the state, from New York City to Buffalo.

The entire states of Rhode Island and Massachusetts would make the change at the same time, while other states throughout the Northeast would observe it according to local options. In Connecticut, it was illegal for any public clock to display Daylight Saving Time, but all business firms in the state's biggest cities were planning to use it.

Confusion was expected among train and steamship schedules, as

there would be no universal rule. For instance, the New York, New Haven and Hartford Railroad was to remain on Eastern Standard Time, but change its schedule to correspond with Daylight Saving Time. Among steamship companies, the Cunard, White Star and United American lines would operate on the new time, and the United States line was to remain on the old one.

Albany Times Union

100 years ago: April 26, 1926

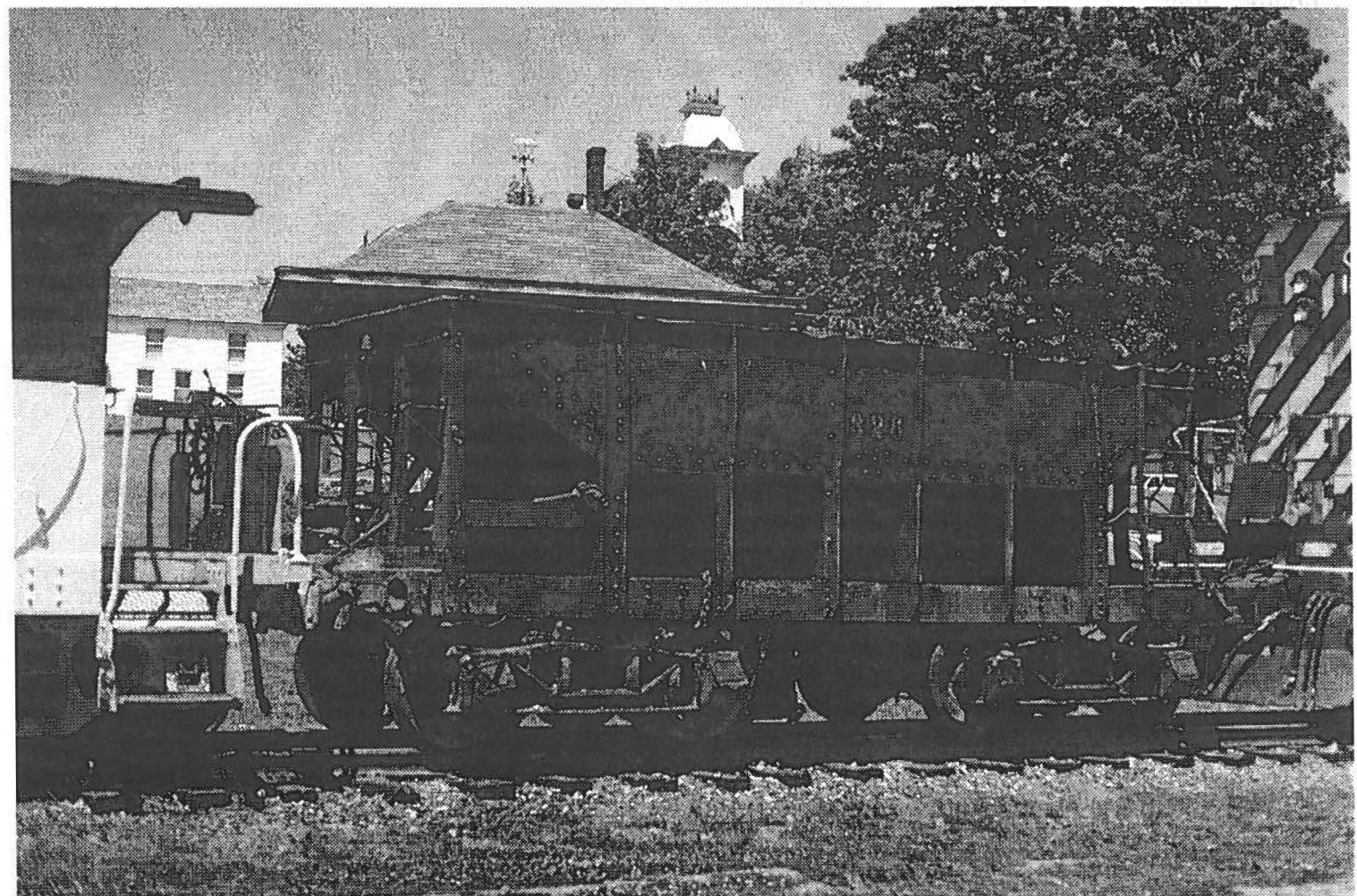
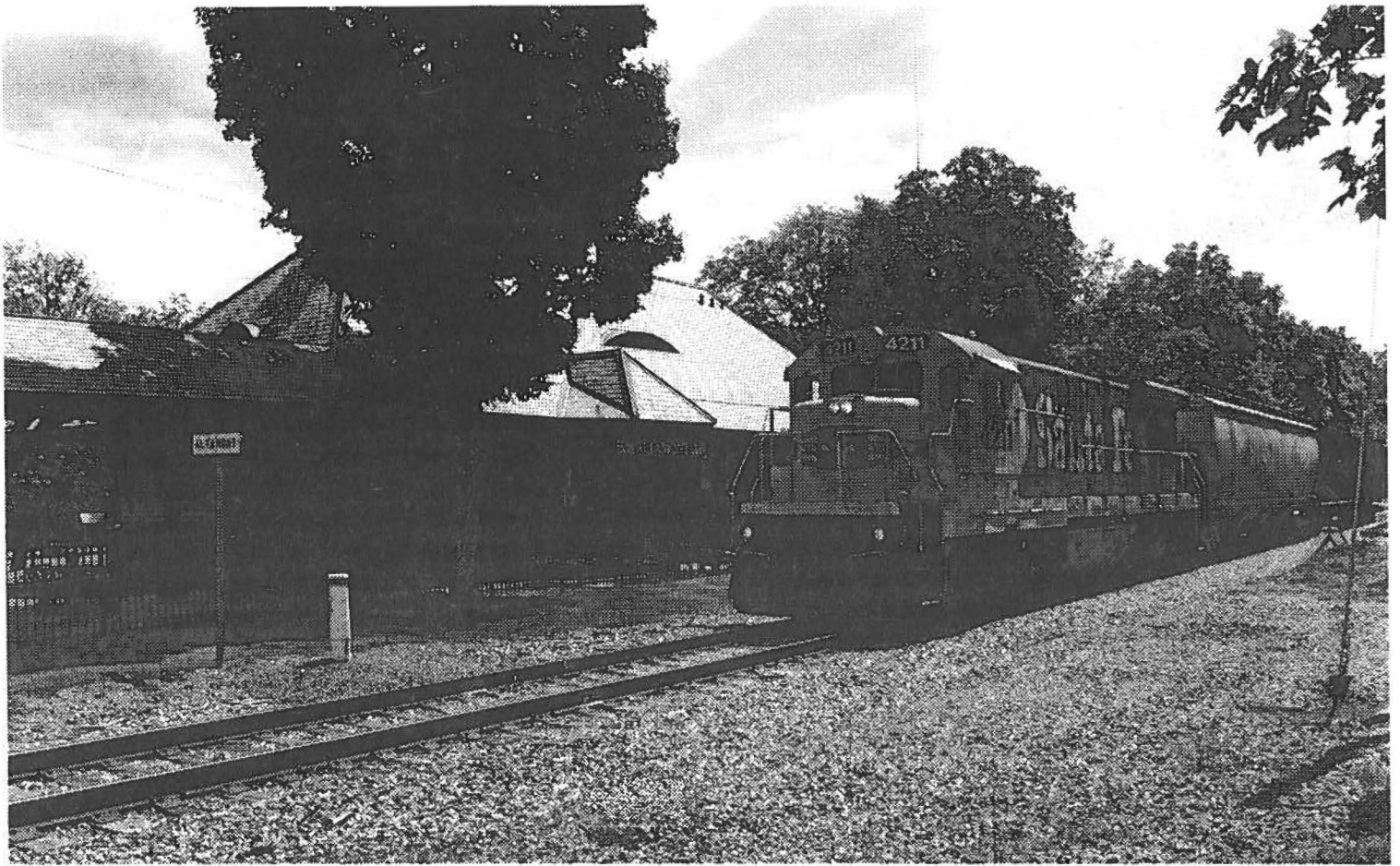
Several sections of the Capital Region were at or near flood levels, particularly those along the Hudson River, and predictions were that the situation was getting worse. In Albany, the riverbank was already at flood level, with experts saying that within 24 hours it would reach a peak of 14½ feet, or 2½ feet above the flood stage. The greater part of Quay Street was already submerged. The Hudson Navigation Company was able to conduct business as usual at its regular wharf, but the promise of higher waters the following day had the steamboat line planning to move operations to a new docking place below the Greenbush bridge. As it was, the freight of the Central Hudson Steamboat Company had been moved to the higher docks of Hudson Navigation.

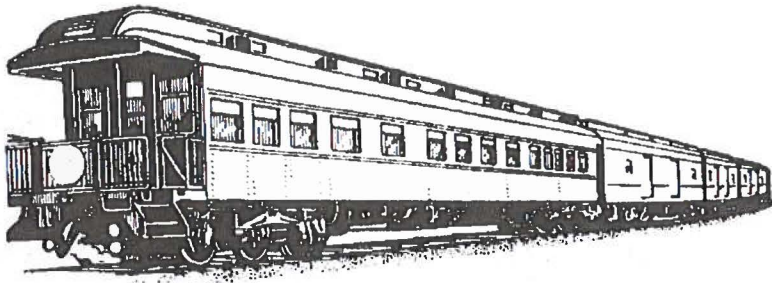
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Top: SMS train NE-1 with former AT&SF B23-7 #4211 passing the former D&H station in Altamont, N.Y. on July 21, 2025. The 4211 returned to this area in March 2025 after having been used in SMS's Pureland Industrial Park in Pureland, N.J., since 2012. Doug Barron photo.

Bottom: Retired Lake Champlain & Moriah ore car #326 on display next to the D&H station in Port Henry, N.Y. June 9, 1998 photo by Bill Mischler; Jim Odell collection, BLHS Archives.





Open Platform Observations

by Steve Wagner

CCCXLVII: Days of Enlightenment

I apologize for not having contributed an article under this heading since the January issue. I've simply been too busy with many other matters.

This month's subtitle alludes in part to the increasing hours of daylight, which, since I am more of a "lark" than an "owl", I welcome. Like many of this country's Founding Fathers, I share many of the scientific, philosophic, cultural and political outlooks of the Era of Enlightenment that developed after the Middle Ages in Europe, many of which spread to other parts of the planet.

Public transportation

An editorial in the April 30 *Boston Globe* argued that the congestion pricing tolls that New York City implemented last year to discourage the use of motor vehicles in the most traffic-clogged part of the borough of Manhattan has worked out so well that the efforts by Boston's Mayor Michelle Wu to institute a smaller version of such a plan should continue. It stated that fairness and the need to get political support require that the plan be limited to downtown Boston, and that the tolls be used to improve public transit in that area. It conceded that imposing tolls on weekends, as NYC does, though for fewer hours than on weekdays, may not be necessary.

The "Camberville" feature posted on the *Boston Globe's* on-line web site (covering Cambridge and Somerville, Mass.) on April 16 included a piece about electric-powered road

vehicles used by the MBTA. It was entitled "A Thursday Fully Charged", and written by Joshua Miller of the paper's staff. A lightly edited version follows.

"On Monday, laptop bag bouncing on my shoulder, I sprinted over the Charles River and arrived at the Watertown Square Terminal just as a 71 bus to Harvard Station pulled away. It gave a diesel huff as the driver made the turn toward East Watertown and West Cambridge beyond. As luck would have it, the next bus that arrived was the type I had been hoping for: one of the 11 battery-electric buses the transportation agency is now quietly running in Cambridge and environs. I tapped to pay, and took a seat, and experienced something extraordinary as we set off: When my bus pivoted onto Mt. Auburn Street, instead of the typical diesel rumble, all I heard was the quiet whine of a new EV. And you won't believe what it smelled like.

"Before we continue the celebration, some background about how the Massachusetts Bay Transportation Authority stumbled its way here, and why an electric bus ride is still a treat, rather than the norm. In 2022, the T killed the last of its electric trolley-buses, which, attached to overhead electric wires, had trundled on the streets of Cambridge and surrounding towns for more than 80 years. Those old buses went to the scrap yard and diesel-fume-belching ones replaced them. The T promised it would just be a temporary blip, a mere two-year fossil fuel interregnum, before battery-electric buses would be leading the way on two routes to start. It's been more than four years, and the T still hasn't rolled the buses out for all the trips on the 71 and the 73, let alone other

routes.

"For their part, transit agency officials tell me it's not called an emerging technology for nothing, and there are complexities with transitioning to e-buses. Production is more bottlenecked than the MBTA predicted, manufacturers can't meet demand, and support from the federal government has not been great. Also, it's a huge operation to electrify bus depots, and the T is taking its time to make sure all this battery-electric stuff is safe. Riders, T officials said, can expect to see as many as 16 battery electric buses this spring and summer operating on the Harvard-Watertown Square (Route 71) and Harvard-Waverley Square (Route 73) routes, and more on other routes. It's worth it here, I think, to state some facts about why one might find an electric bus to be a good thing.

"For climate purposes, it's generally much better to take public transit than to drive. But not all public transit is created equal when it comes to carbon emissions. Most T buses burn diesel fuel, which releases greenhouse gases into the atmosphere. Some models are diesel-electric, which are said to emit about 35 percent less carbon, but that's still plenty of fumes. Other T buses use compressed natural gas. The new battery-electric models, on the other hand, just charge from the grid. With the worsening climate picture, the oil and natural gas troubles abroad, and pain at the pump here, officials are celebrating the win of each and every e-bus. And if you ride one, I bet you'll see why.

"Not only was the bus quiet, but it seemed to accelerate more smoothly and lurch a lot less; kudos to the driver, Sherry Wilder. And did I mention the e-bus emanated a scent I had never before encountered in my nearly four decades taking the MBTA? (I've taken the T since the early '90s and have been knocked back by many olfactory terrors.) The battery-electric 71 on Monday was quite the opposite: The bus smelled

like a brand new car. Riding this environmentally friendly vehicle was so pleasant, so hushed, so smooth that I opened up my laptop and started writing this newsletter”.

My take

Here are my comments related to this, based on my own experiences. I have been riding public transportation as long as I can remember, dating back at least to 1947, starting in the city of Philadelphia and then in its suburbs. My late Dad didn't learn to drive, and bought his first automobile in 1960. I rode electric street cars, both “old-fashioned” and streamlined, trackless trolleys (usually called trolley buses in Philly, trolley coaches in Boston) powered by electricity from two overhead wires, instead of the one used by streetcars running on rails, subway and elevated trains powered by electricity from a third rail, suburban interurbans powered by a third rail, diesel-powered buses in the city, suburbs and for longer trips, and long-distance trains powered by diesel-electric locos and by “straight electric” ones.

I learned to drive a car while I was doing my undergraduate work in the mid-1960s, but didn't buy a car until about 1970. After that I've owned and driven several gasoline-powered cars and minivans. For the past few years I've been driving a Toyota hybrid sedan that uses both an engine fueled by gasoline and an electric battery. I am a very conservative driver; I try not to exceed posted speed limits by more than 5 miles per hour or 10% of the limit; and I maintain longer following distances – about one car length for every 10 mph – than nearly all other drivers do. If I have to drive after dark, I observe the speed limit. I know the major roads in the hillier or mountainous parts of New England very well indeed; anyone who tail-gates me on the Mohawk Trail part of Mass. Route 2, for instance, is foolish; and I allow such drivers to pass me at the first safe opportunity. In

good weather I tend to average more than 40 miles per gallon while driving not just locally but partly for long distances.

Trolley-buses are more maneuverable than streetcars running on rails, because they can pull over to the side of the pavement. On the other hand, one or both of their poles are more apt to lose contact with an overhead wire in places where the overhead wires are complicated, as at Oxford Circle in northeast Philly, or at the north end of the tunnel under Harvard Square in Cambridge. When work needs to be done on the overhead wires used by trolley buses, the MBTA uses a special truck to push trolley buses through the section where they can't get power from the wires.

I think the replacement of trolley-buses by buses powered by batteries was a bad idea. It is easier and less expensive to reduce the air pollution produced by a large electric power generating plant than to reduce what is emitted by a single vehicle or building. My brother Fred, who majored in chemistry and worked for years in research and development, specialized in batteries, for a major manufacturer of vehicles, concurs with that, provided that the power plant is not fueled by coal. For quite a few years now, there has been only one coal-powered electric generating facility in New England, at a paper mill in Maine that powers only its own facility and does not provide power to the regional grid.

There have been numerous shutdowns of parts of the MBTA and its Commuter Rail system to accommodate needed work on them and more will be occurring this summer. Anyone planning to visit the Boston area should check the appropriate web sites online and plan accordingly. The same goes for Amtrak.

In my considered opinion, public transportation should get more public funding from all levels of government than it currently is getting, for both economic and environmental reasons.

But I do not think that, given the widespread ownership of automobiles in this country and in Canada, that “true” high-speed passenger rail projects with speeds over 120 miles per hour are rational, except in highly-populated metropolitan corridors, such as between Boston and Washington, DC and between Montreal, PQ and Windsor, Ontario.

JB notes: Burlington, Vermont has had multiple substantial problems with the half-dozen or so electric buses it bought for transit use, and has apparently written off their quite outrageous sum of taxpayer money. The cold winter weather of northern Vermont has drastically lowered the promised range, which is something the city's apostles either apparently ignored, or simply wished wasn't real. Battery power is diminished by cold, and for a cold-climate city to casually ignore that truth is absurd.

As for the theory that the battery-powered pollution is less, I tend to think of electric buses as Holy NIMBY (not in my back yard) vehicles, since their pollution (other than ozone, etc.) is produced at the grid's power source(s). That means it becomes someone else's problem, which is the essence of NIMBY-ism.

People also forget that every wind-power farm in *most* states is mandated to have a backup power source, which in most cases is a gas turbine that uses a great amount of carbon-based natural gas or propane when it runs; surprisingly to some proponents, wind does vary or even stop at times. Ironically, one of the states *not* requiring that form of backup is Texas, and as they found out much to their chagrin a couple of winters back, that was a really bad decision.

Another green god is solar power, which rarely meets the designed power output, and tends to drop about 10% from the initial output almost immediately. Solar return on investment in northern climes is pitiful. You can have all the good intentions

in the world, but if you ignore real science when your politicians make pie-in-the-sky promises, it is at your own (tax money) peril.

Congestion pricing: When you see a new tax, and that is clearly a user tax, be aware that the money siphoned from the pockets of drivers will soon be quietly redirected to other means. It may not be immediate, but politicians know you probably won't notice or complain. And many only care about more revenue to spend, not the consequences to your wallet.

I will now limp down off my soapbox. Thanks for the venue, Steve.

AND

T.H. notes: I have been a rider over 40 years on all types of transit buses in the Capital District. The electric buses are horrible. At first they were okay, but with our road conditions, they get beaten to a pulp. I refuse to ride any electric bus. ANY pothole rattles those buses to the point that it sounds like the suspension will completely fail. No thank you!

The Gillig hybrids and their full diesel brethren have a better ride. Plus, they don't have to be refueled (charged) as frequently as the electric buses.

Hybrid buses are the smoothest, with excellent driving characteristics. The diesel only comes on if the batteries run low. Their nice feature is regenerative braking, which helps charge the batteries. In the winter, the hybrid buses can "idle" off their batteries, which passengers and drivers really appreciate in the bone-chilling cold of upstate New York winters.

Our diesel buses have an auto-shutoff feature if they are not being driven (idling), anywhere from 3-6 minutes when laying over.

Many of the electric buses do go down in the winter. High altitude communities with electric buses can have 50% or more of their electric fleet fail due to the very cold temperatures in the Appalachians, Rockies,

Cascades, ad infinitum. Even bus systems on the Plains are not immune to fleet downtime due to extra cold weather, even on their normal routes.

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Receiving Yard from page 28

winter. Now that spring is here, the RS1 will be back helping out on the Batten Kill.

Another photo from April 24 shows a Saratoga, Corinth & Hudson train of two black "Delaware & Hudson" RS3s, 4118 and 4103, a flatcar with passengers on it, and a Greenwich & Johnsonville caboose on the SC&H's "Friend and Family" trip as it crossed the bridge over the Sacandaga River at Hadley, N.Y. on a test run for the "Maple in April" Festival that would run the next day.

From April 25, there are several photos of the festival train, including another photo from about the same spot as the two RS3s cross the bridge over the Sacandaga with streamlined passenger cars. Also from April 25 is a photo of the most recent acquisition by SC&H of former D&H RS3 4085 as it sat next to S4 "D&H 3021" in Corinth.

Work continues to bring the 4085 back to life and operating. The prime mover was spun without incident, and the 4085 could be operational in a month or so. After that, it should be repainted into the lightning-stripe livery.

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Bridge Line Memories from page 32

Farther north, the waters along Troy were two feet above flood stage, and the streets closest to the river were already deluged. Merchants across the river in Watervliet, as well as others with property on Broadway, hurriedly moved merchandise and materials to higher ground designated as a safe zone by the city.

Water had reached the lawn of the Watervliet Arsenal and submerged the wood docks for nearly the length of the city. A telephone pole, said to be

loosened by the water, fell without warning across Eighth Street. The freshet had resulted from recent heavy rains and mild weather, which melted snow in the Adirondacks.

Albany Times Union

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D&H Orders 16 Diesels

The Delaware & Hudson Railroad has placed a \$3,328,000 order with General Electric Co. for 16 diesel-electric locomotives, according to Frank Wells McCabe, acting president.

The locomotives, known as Model U23Bs, are rated at 2,250 horsepower, will each have four motors and four axles, and replace the same number of 1,500-hp diesels acquired in 1952, McCabe said. The new units are priced at \$208,000 each.

McCabe explained that the purchase will complete the "second generation" installation of diesels on main line freight operations.

The dieselization of D&H locomotives started in 1947 and was completed in 1953. The "second generation" replacement program started in 1961, and when the last of the new locomotives are received in August or September, the D&H will be the first Class I railroad in the country to complete its replacement of main line diesel-electric locomotives, McCabe said.

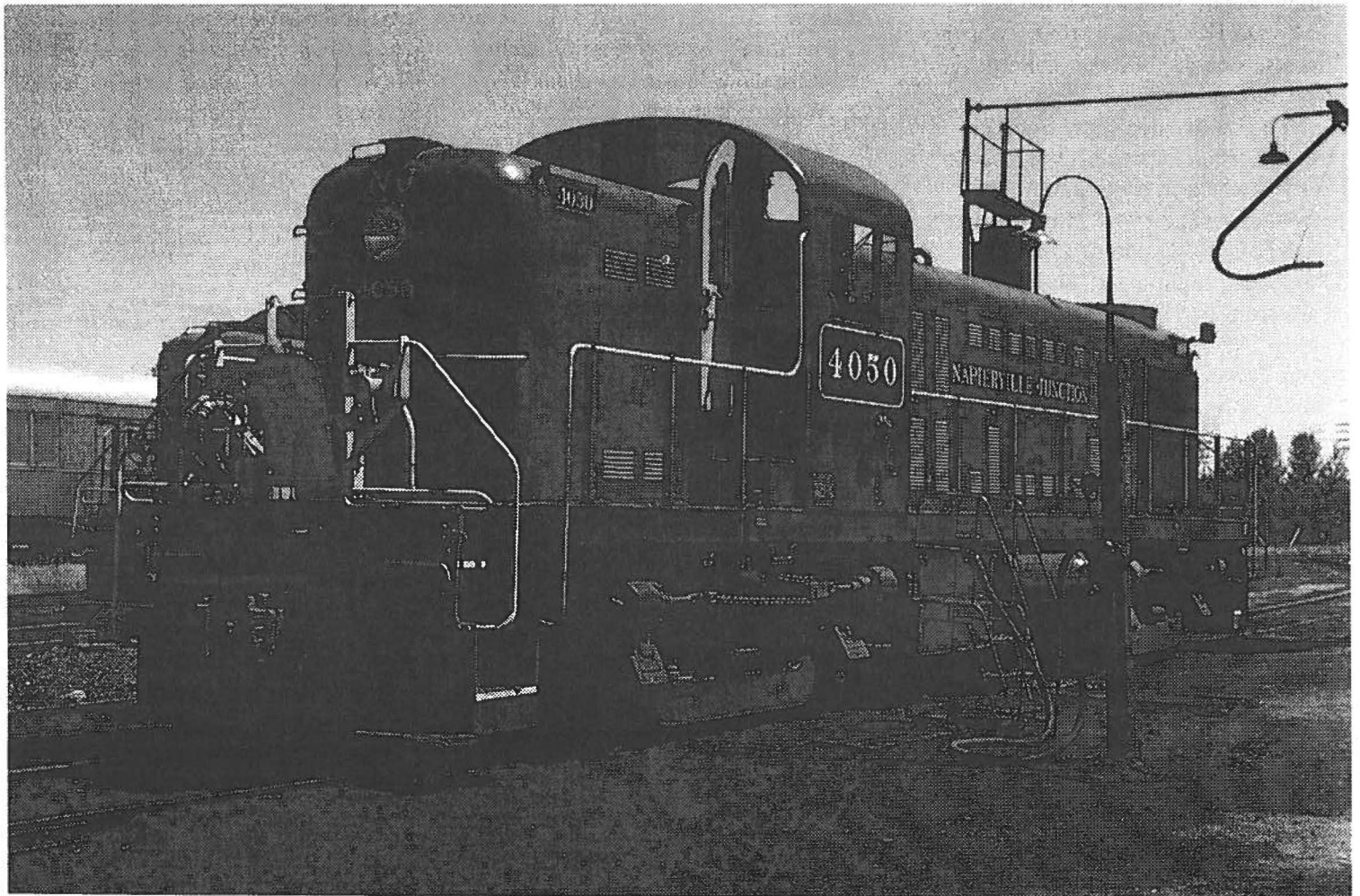
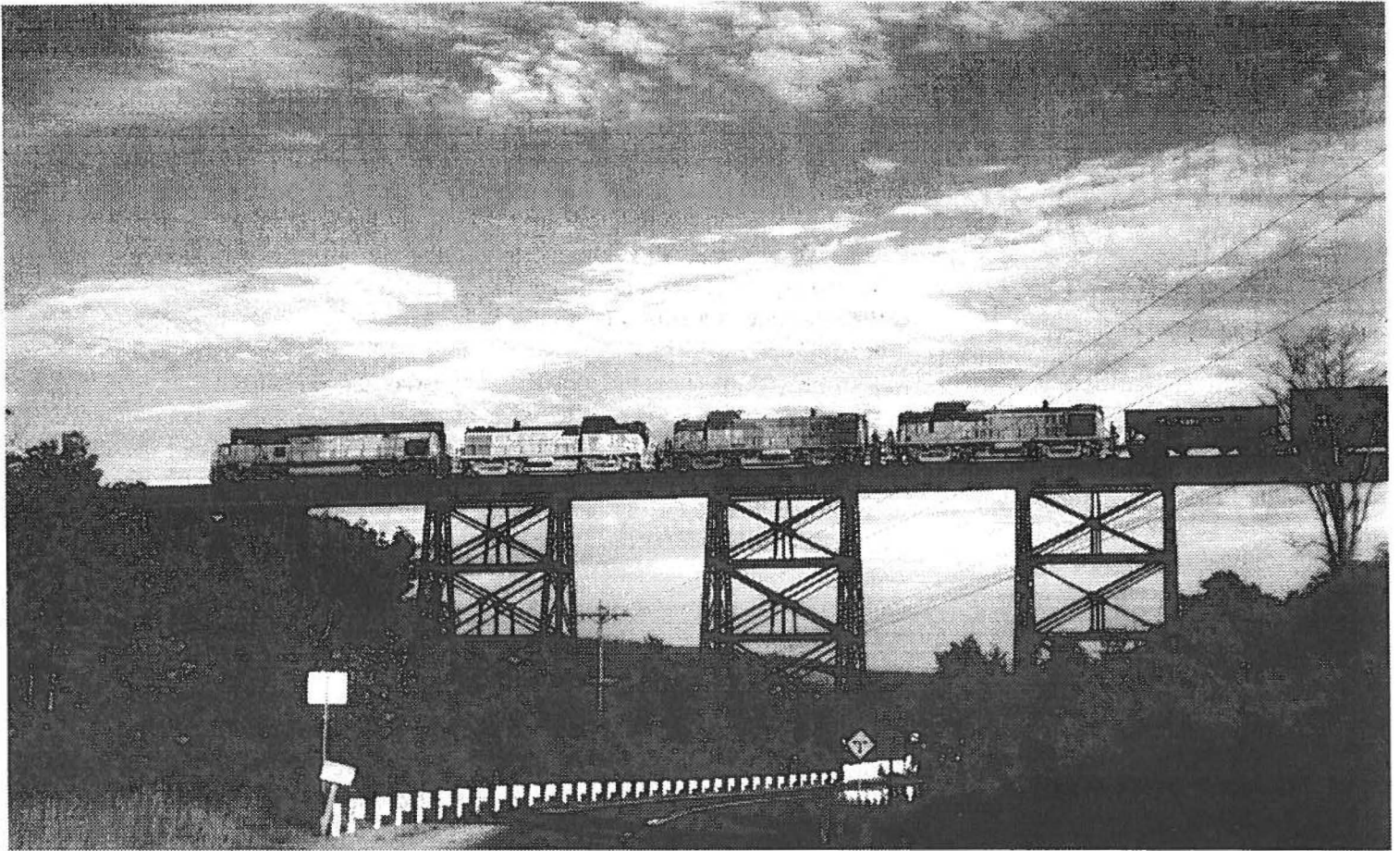
Plattsburgh Press-Republican; April 4, 1968; collection of Dick Silber.

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Page 37:

Top: A D&H C628 leads three D&H RS3s, all in classic blue and grey lightning-stripes, over the Harpursville, N.Y. trestle on the D&H main. From the collection of Jim Shaughnessy, BLHS Archives.

Bottom: D&H subsidiary Napierville Junction RS2 #4050, still in black with minimal gold, at Rouses Point, N.Y. July 3, 1971 photo by Rodney H. Peterson; BLHS Archives.





Modeling Matters!

by *Steve Wagner*

HO D&H and "D&H" items

Accurail

In the firm's April flyer, among the side renderings of easily-assembled mostly plastic kits, entirely made in the U.S., "scheduled for production approximately August 2026", was one of D&H 12603, a 2-bay ACF Center-Flow covered hopper with capacities of 3200 cu. ft. and 100 tons. It was gray with blue lettering and graphics, "DELAWARE" and "HUDSON" in extended sans serif caps above and below a smaller similar ampersand, all centered high on the car's side, with a shield herald with an outline and "The D&H" in script, plus reporting marks, side car number and smaller data in sans serif.

The model will represent a car in our favorite railroad's 12601-12605 series, which it got in June 1965. Photos on page 89 of Morning Sun's "D&H Color Guide to Freight and Passenger Equipment" show three cars from this series, which a caption stated hauled various cargoes, with their bodies in several shades of gray, possibly because of lightning or weathering. A photo made by Jeff Martin at Gansevoort in August 1975 shows the 12605 in its as-built, painted as in Accurail's rendering, except the shield has no outline. One made by **Jim Odell** at Colonie Yard in July 1981 of the 12601, as repainted at Oneonta in June 1974, shows the 12601 with no road name, but with an outlined blue shield herald near the right end of the side. Other lettering is black, with the reporting marks in a Roman font but including the D&H's somewhat unusual ampersand

above matching numerals; smaller data is in sans serif. A photo made by Tony Hodun in Schenectady in October 1980 shows the 12603 as repainted in 1977 in the last scheme, which the caption called "Spartan": Black reporting marks, side car number and data as on the photo of the 12601, but the small shield herald a little higher and closer to the right end of the side is a solid black outline around "The D&H" in script.

All the photos show the cars as having high ladders at the right end of their sides and the left side of their ends, plus two thin horizontal braces between the side reporting marks and the vertical right end of the sides; Accurail's rendering does not show those features. However, the retail price of \$22.98 is certainly reasonable, considering the prices for new HO car kits today.

I already have an older car in the same or very similar livery shown in Accurail's flyer made by Ramax years ago.

Athearn

The firm's April 7 Train Tuesday on-line session, hosted as usual by Jim Wiggin, featured its Athearn series models of GP60 locos. These are based on the former Ready To Roll model, not an older Roundhouse version, but with substantial improvements.

Among the models expected to arrive soon are two decorated as D&H 7700 and 7707 in our favorite railroad's beloved blue, gray and yellow lightning-stripe paint scheme. Mr. Wiggin commented that each is a "mid-level model at a mid-level price", shown as \$249.99 each with Econami® sound and DCC pre-installed and \$179.99 without sound pre-installed but "Sound Ready" with a 21-pin plug and a speaker.

These are "Legendary Liveries" – i.e., fictional – models, supposedly representing locos with an "alternate history Era of 1988+", since the D&H never had any GP50s. The only fictional D&H model I intend to

add to my roster will represent a Budd-built RDC2 coach and baggage car that I would pair with a CPR RDC. In the early 1960s the D&H planned to replace its daytime locomotive-hauled *Laurentians* between Albany, NY and Montreal – long regarded as the most scenic one-day trip by rail in North America, with RDCs, but New York State blocked that.

Atlas and Bachmann

These firms have not announced new HO D&H items not already covered in past issues of this publication.

Bowser

I still have not yet been able to test run the firm's model of D&H RS3m 1776 in its Bicentennial livery that I wrote about in our May Bulletin. Unless an accurate and not too expensive model of a relatively small D&H steam loco gets produced – which I think is unlikely, given that most D&H steam locos did not resemble those of other railroads – this was probably the last powered loco body I will buy, since I expect to turn 80 years old this summer and my relatives think I have too many already.

The status of the firm's models of D&H diesel locos remains as I reported in the May issue.

Class One Model Works

On April 30, the status of the only D&H item this firm has yet produced and the one it has said it planned to produce have not changed from what was reported in our March and May issues.

Kadee

On April 30, the firm still had in stock its highly detailed ready to run model of D&H 22011, a 50-foot PS-1 boxcar with a single Youngstown door spanning an 8-foot wide door opening – the doors on the model do not open – discussed in this column in earlier issues of our *Bulletin*. The

model is of a car built in 1956 but as repainted in January 1977, with the running boards on the roof having been removed although the handbrake wheel was still mounted high on the B end. The new paint job had yellow roof, ends and sides, with blue graphics. Because of a minor blemish in decoration, the model is priced at \$39.99, not \$49.99. I have one and have had a very hard time identifying the blemish. The Walthers order # is 380-6420.

Undecorated RTR models in stock that can be prototypically lettered for the D&H using decals or dry transfers, shown with Walthers order #s and Kadee's list prices, were as follows.

•380-4000: Boxcar red PS-1 40-foot boxcar as built 1950-1953 with one Youngstown door – not moveable on the model – spanning a 6-foot wide opening, plus “narrow tab” side sills, \$47.99.

•350-5200: Boxcar red PS-1 boxcar as built 1954 and later with one Youngstown door – not moveable on the model – spanning an 8-foot wide opening, \$47.99; 380-5199, same but oxide red, was out of stock.

•380-8601: Light gray PS-2 two-bay covered hopper, the earlier type with the outermost side ribs being channel section, \$50.29.

•380-7001: Black 50-ton AAR Standard design offset-sided two-bay open hopper with Wine latches, \$50.29. (380-7002, same but boxcar red, was out of stock).

Tangent Scale Models

On April 29, Tangent still had both of its exquisitely decorated and detailed models of D&H ex-Erie and ex-EL bay window cabooses built by International Car Company in stock, both with bright red sides and ends, the 38006 as repainted with white lettering and graphics in 1980 (with General Steel Castings “Express” trucks) and the 38005 as repainted in 1981 with yellow lettering and graphics (with one of that kind of truck having been replaced with a plain

caboose truck with leaf springs). Each lists for \$149.95.

At the same price, the models of cabooses repainted by the EL in a handsome maroon, gray and yellow scheme in 1973 were also still in stock. Getting one of those would be the easiest way to replicate D&H 35807 (ex-Erie and EL C-350) in the same scheme as patched by our favorite railroad, as shown on page 153 of “Delaware & Hudson Cabooses” by Rudy Garbely. For those who want to paint undecorated kits without lighting, four different ones were still in stock at \$99.95 each. One matches D&H 35805-35807.

Incidentally, EL caboose C-322, shown at Rouses Point, NY, in an undated photo by **Hugh Strobel** on p. 21 of our *May Bulletin*, is from the same series of EL cars, but was not one that went to the D&H when Conrail was formed in 1976. I have no idea why it was at the rear of a train on our favorite railroad.

Walthers

On April 16, the firm posted and e-mailed its April New Products Express announcements.

D&H fans may be interested in one of the paint schemes in a new run of well-detailed WalthersProto models based on “All-Door” boxcars built by Thrall starting in the late 1960s to transport “lumber and weather-sensitive building materials”, many of which remained in service “until the early 2000s”. Namely, the one on two all black cars with nearly all lettering in yellow, including “Cooperstown & Charlotte Valley Railway” with the four words and an ampersand in condensed sans serif caps high on the side doors, plus CACV reporting marks and car numbers 28077 and 28080, matching on-line photos of the real cars. See articles on-line for more historical information on the CACV, which at one point had six Thrall-Door cars, not all in this paint scheme, with at least one being blue with yellow lettering for Delaware-Otsego, the name of a railroad hold-

ing company organized by Walter D. Rich (1946-2007), who founded the CACV in 1966 and revived the original name. The biggest railroad that Mr. Rich's D-O controlled was the New York, Susquehanna & Western, which became the Designated Operator of the D&H after Guilford Transportation System dumped it. What remains of the CACV was sold to the Leatherstocking NRHS, which operates heritage passenger trains between Cooperstown and Milford, N.Y., where it has a museum, as the Cooperstown & Charlotte Valley Railroad. I have a Walthers model of either CACV 28077 or 28080 from an older run; the forthcoming models have an ETA of Fall 2026; the Walthers web site shows the price as \$74.98.

HO Northeastern / Canadian / Alco items

Athearn

On April 18 I pre-ordered two of the firm's forthcoming Athearn series models of 40-foot steel reefers built for the Armour Refrigerator Line that I had discussed in my submission for this column in our May issue from a dealer in Vermont where I will be able to buy them. ETA of these is July 2027.

During Athearn's last live Train Tuesday event until October on May 28, the firm's spokesman Jim Wiggin responded to a participant's desire for more Mack trucks that Athearn has had problems getting proper licensing from Mack. He also said that Athearn would have new pre-order announcements on Monday, May 11 – too late to be included in this issue of our *Bulletin* – and others during the summer.

Bowser

On April 10, Bowser sent an e-mail with announcements including side renderings of a number of ready to run 70-ton offset-sided triple hopper cars made with new tooling, with improved AB brake detail, plus wire

grab irons and a die-cast metal frame for good tracking, at \$39.95 per car, with pre-orders asked ASAP. Several of the railroads for which these will be painted are in the Northeastern U.S. or Canada; unfortunately, I haven't been able to find photos of real cars on-line in paint schemes similar to most of them. That applies to the models lettered for Bangor & Aroostook, Bessemer & Lake Erie, Delaware Lackawanna & Western, as well as Pittsburgh & Lake Erie with a small PC "worms" logo.

One paint scheme, though attractive enough that some hobbyists may like it, never was applied to real hopper cars: Blue Coal, with a dark blue body, a huge blue coal in stylized lower case letters with all but one of them light blue outlined in white and the "o" having light blue at its center surrounded by yellow with most of that surrounded by red and a blue flame on top, with Anthracite in smaller white Roman capitals, plus white Roman reporting marks near the left end of the side above a matching car number in two cars each for Central of New Jersey, Lehigh Valley and Reading.

Here is some information on Blue Coal, partly from an article on the DL&W on the web site of the Smithsonian Institution's American History Museum. "After successful government prosecution of other anthracite railroads for antitrust violations, the DL&W voluntarily divested itself of its Coal Dept., which became the Glen Alden Coal Company in 1921". Glen Alden registered "Blue Coal" as a trademark in 1939, painted the coal partly blue - the D&H's Hudson Coal Co. similarly used orange - and advertised on the popular radio program "The Shadow", for which Orson Welles voiced the title role from September 1937 into September 1938.

Incidentally, when my brother Fred and I took the Lackawanna Coal Mine Tour underground in an inactive anthracite mine in Scranton - which I strongly recommend to anyone inter-

ested in the history of anthracite mining and transportation - a few years ago, we were unable to learn to which coal mining company owned that mine. The Lackawanna in the name of the tour refers to the county in which Scranton is located, which evidently owns the mine and the Hoist House museum nearby. Searching for the tour on-line takes you to an official Lackawanna County web site, which includes dates and times of tours, admission prices and other useful information.

Back to Bowser's announcement. The most plausible Northeastern, broadly defined, and Canadian paint schemes that are similar to those on real cars for which I've found photos on-line or in books, are as follows.

- Baltimore & Ohio: Black with white graphics, including sans serif reporting marks and matching number near the left of the side, plus a simple circle around the US Capitol's dome above B&O, in six numbers between 528802 and 528863, matching a photo of the 528836 - not being produced - in a photo made in June 1975, the car having been shopped in 5-70.
- Canadian National: Dark red with white graphics including huge "wet noodle" at the right of the side, in six numbers from 322990 to 323025, matching a photo of the real 322885, having been shopped in 7-73, made in 1974.
- Nickel Plate Road: Black with white graphics including the railroad's nickname in its uniquely stylized capital initials and lower case at the right, with NKP reporting marks in extended Roman caps above matching car numbers at the right, matching real offset triple hopper 80323 in the same paint scheme in a photo made in 1968.
- Toronto Hamilton & Buffalo: Black with white graphics including centered road name in sans serif caps and ampersand with the first letters of the words larger,

plus a downward-slanting ribbon to the right of the side with TH&B in vertical black lettering, in six numbers from 1205 to 1224; photos made as late as 1980 show real cars 1231 and 1234 in similar paint jobs.

Bowser is making Illinois Terminal cars in six numbers from 4780 to 4812 in one of the most colorful paint schemes ever worn by hopper cars carrying coal: The car body is yellow from its side sills up, with mostly medium green graphics, with the large I and T of the line's name shadowed in bright red, and the rest of the words in script left of the car's center as is The Road of Personalized Service right of it. The outlet hoppers and the truck side-frames are also bright red. The same livery is on a photo on-line of ITC 4730 made in Indiana in 1971, as well as on taller covered hoppers that I have seen in Massachusetts. Bowser is painting six models from 4780 to 4812, but I doubt that the real cars often if ever hauled soft coal to the Northeastern U.S. or Canada.

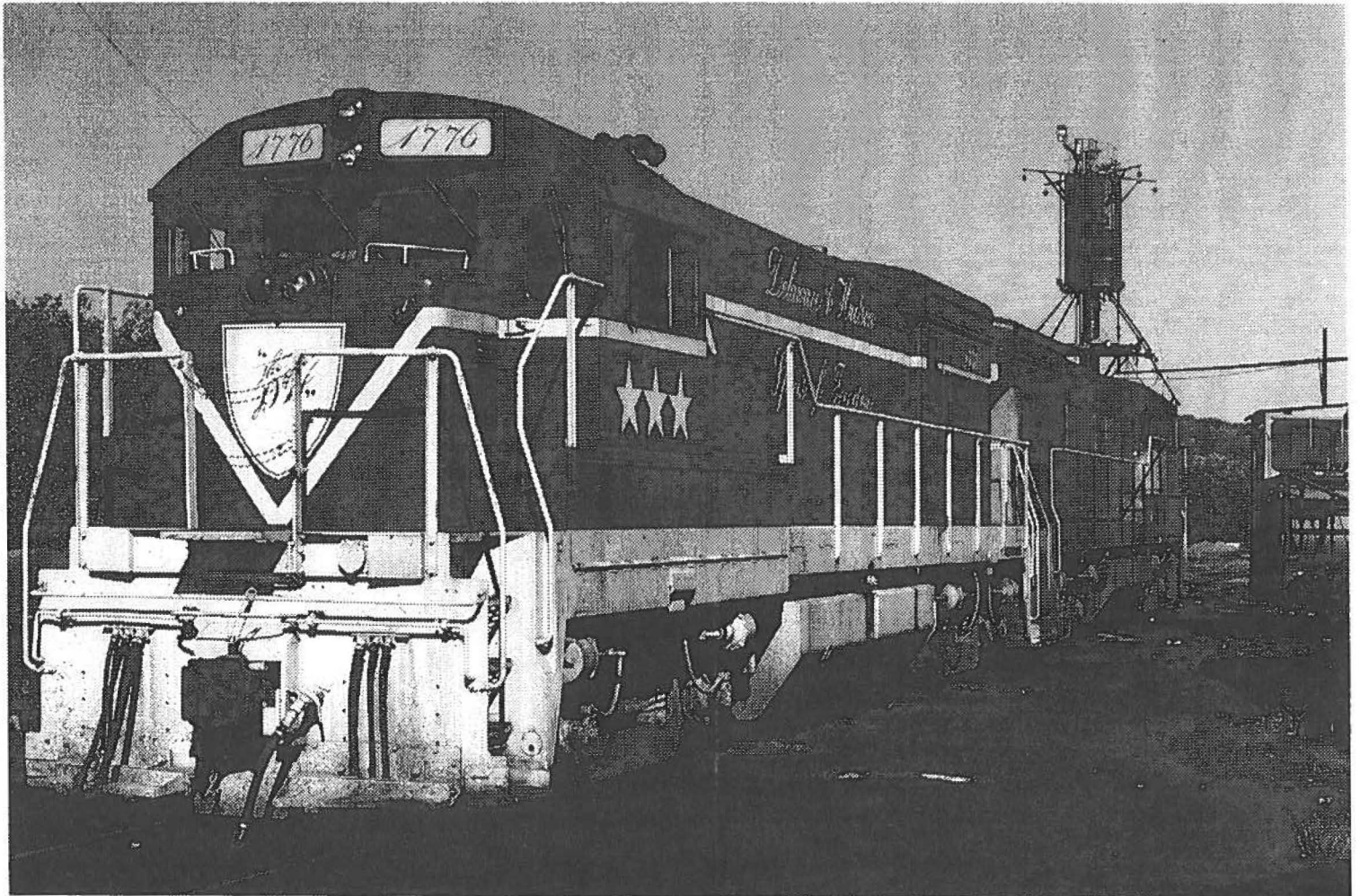
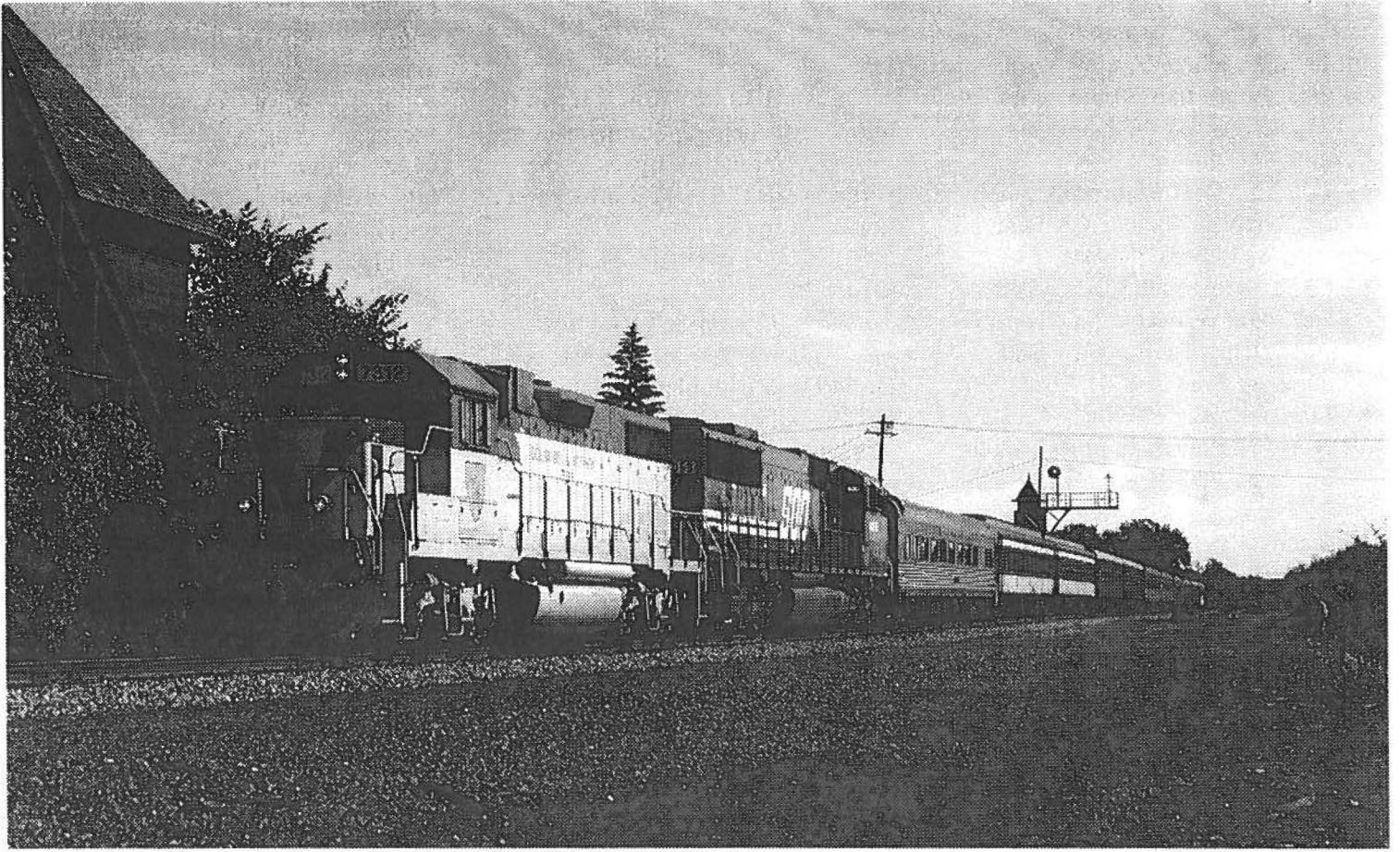
Class One Model Works

On April 30, COMW's most recently announced models were two-bay covered hoppers of about 3000 cu. ft. capacity built by Pullman-Standard, which were in production with a pre-order price discounted 9% from a nominal one of \$76.99 per

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Top: D&H GP38-2 #7312 and Soo SD60m #6059 with the "North End" train for CP/D&H Family Day. The passenger special is southbound at Cobleskill, N.Y., heading for Oneonta. September 13, 1992 photo by **Jim Odell**; BLHS Archives.

Bottom: D&H U23B bicentennial engine #1776 at the D&H's Mechanicville, N.Y. engine terminal. August 9, 2025 photo by **Jim Odell**; BLHS Archives.



car. ETA is this August. Since such cars hauled heavy commodities, I will not list ones lettered for Western railroads, since they would be unlikely to have reached the Northeastern U.S. or Canada.

- Conrail: Gray with black graphics, NEW 9-77, four CR numbers from 883729 to 883941.
- CSX: Beige with black graphics and some vertical yellow conspicuity strips, BLT 7-79, CSXT numbers from 224861 to 225136.
- Louisville & Nashville: Cream or ivory with black graphics including large FAMILY LINES SYSTEM in caps with serifs plus rectangular logo listing its railroads, NEW 8-48, L&N numbers between 280005 and 280070.
- Norfolk Southern: Gray with black graphics including speed stripes leading to italic NS, plus some yellow vertical conspicuity strips, built in 1978, four NS numbers from 233808 to 233842.
- Seaboard Coast Line: Like the L&N cars, but with four SCL numbers from 203500 to 203562.
- Southern: Gray with nearly all graphics black, including large road name in condensed sans serif caps, BLT and NEW 1-81, with no side reporting marks but four numbers from 92306 to 92383.

Even fewer of the freight cars, containers and loads COMW had announced several months ago remained in stock than was reported earlier. The extreme case is that the firm had none of its models of ARI-built covered hoppers still in stock. All the GP40 loco models, including Baltimore & Ohio and Conrail ones, remained in production and available to pre-order with an ETA of July this year. NTTX 5-unit COFC spine cars, more recently announced but not described in our May issue, are in production and available for pre-order with an ETA of August this year. All of the containers discussed for the first time in our May issue were still available for pre-order, even the ones

decorated for Maersk.

Kadee

On April 30, the firm still had the following models replicating cars that very likely brought cargoes to the Northeastern U.S. and nearby parts of Canada in stock:

40-foot PS-1 boxcars

Akron, Canton & Youngstown 3383 (yellow), \$44.99 list; Ann Arbor 340 (red with black ends), \$42.99; Buffalo Creek 1037 (dark red with black ends), \$43.99; Norfolk & Western 645328 (black with white graphics, roof walks removed), \$46.99; Rutland 447 (yellow and green sides and graphics, black ends), \$51.99; United States Navy (gray), \$42.99; Western Pacific 20813 (dark red with orange and yellow), \$46.99. (The prices vary because of the complexities of the color schemes.)

50-foot PS-1 boxcars: ACY 3600 (dark red with black ends), \$43.99; Great Northern (Glacier green with red door, no roof walks), \$49.99; Gulf, Mobile & Ohio (green with white graphics), \$44.99; Missouri Pacific 82345 (boxcar red), \$42.99; Western Pacific 36011 (lighter red with black roof, black and white graphics), \$43.99.

50-ton AAR flatcar: Union Pacific 57059, \$54.99 list.

Some assembled but unlettered cars were also available.

Moloco

On April 16, the web site of and an e-mail from Nick Molo's small Canada-based company, which designs exquisitely detailed and decorated models that it imports from mainland China, showed that its second shipment of a run of models of ACF-built boxcars with Plate C dimensions, was still in tooling because of "heaps of variations" in the run. The firm asked modelers for "patience", but assured them the project was "moving ahead". I had ordered a model of a Maine Central 50-foot

exterior post car built in August 1970 with a single plug door – not moveable on the model – spanning a 9-foot opening – on each of its sides with "waffles"; sides and ends "Harvest Gold" with a "Pine Green" door and billboard graphics and lettering, plus a multicolor Kartrak ACI label; trucks are black. An upcoming invoice will probably add \$10.99 for a model of a Stanray 50-foot roof with running boards removed from it, but supports for them still present, with boxcar red overspray matching the side and end color of the South Shore boxcar I received earlier.

On April 23, Moloco announced as available for pre-order reservation only, to be delivered sometime in 2027 at a price "in line with [then] current RTR prices [of Moloco models, likely, I think around \$75], very highly detailed models of a car type it had not produced before, 50-foot double plug door boxcars, with the doors slightly off-center, probably based on what Mr. Molo believes was an Evans design but also produced by two other builders, ACF and USRE. Most were intended to carry products used in construction that had to be protected from moisture; all but one of the mostly very colorful paint schemes were used on insulated RB or RBL cars. None had rooftop running boards. Most were originally built starting in 1967; the years of repaints are noted. All had roller-bearing trucks with black side-frames. All had end cushioning. Some of the cars had roofs overhanging their sides, some did not. All are shown in side renderings.

- Evans demo scheme, as delivered 12-67, with overhanging roof, black ends, mostly orange sides with black, white and orange graphics including "air pak" logo, EELX 60008.
- Evans as delivered in 1967, with non-overhanging roof, blue and white sides, USLX 101 and 120 (though rendering shows 136).
- Detroit, Toledo & Ironton, same delivery month, non-overhanging

- roof, delivered 12-67, with non-overhanging roof, assigned to the Campbell Soup pool, to be returned to Napoleon, OH, yellow sides with black, white and yellow logo and red and white "air pack" one, three DT&I numbers.
- Green Bay & Western – the only non-insulated cars – ACF-built in 1967, with non-overhanging roofs, two numbers assigned to be returned to the C&O in Manistee, MI, two numbers assigned to be returned to Green Bay, WI.
 - Masonite Corporation, with non-overhanging roof, bright red car body, including ends and underbody, with white logo right of the doors plus other lettering, built in 11-68, but later with new LRLX and two car number on a small darker red patch on two cars.
 - Grand Trunk Western, with overhanging roof, as repainted in 11-68 dark blue body with white lettering, three GTW cars assigned to be returned to Dow Chemical on the Chessie System in Midland, MI.
 - Canadian Forest Products Ltd., with non-overhanging roofs, as new in 12-68, spectacular bright red, gold, white and black livery including black ends, four USLX numbers.
 - Dresser Magcobar, Evans-built cars with overhanging roofs and mostly orange sides and ends with black, white and orange graphics, as repainted in 1973-1974, in two USLX numbers, with some major differences in black lettering on the two sides: The right side of car #145 has Superior Foundry Products (referring to foundry clay used in making sand castings) in thin condensed sans serif caps and lower case left of the doors; that of the 152 has similar First in Drilling Fluid Technology in the same location (referring to drilling mud used in oil wells) in thin condensed sans serif caps and lower case left of the doors. There are also differences in the

two adjoining rectangular logos right of the doors.

- Burlington Northern, USRE-built cars with non-overhanging roofs as repainted green with white graphics in 1-77, in two BN numbers.
- Conrail, with overhanging roof, all dark red or brown body including roof, except possibly for underbody parts, as repainted in 2000 with white lettering including only a small road name over a small "nutcracker" or "wheels on rails" logo right of the doors, only CR 368615.

The firm does offer free shipping for orders of \$250 for customers in the US. Its e-mail address is nicholasmolo@molocotrains.

Rapido Trains

The one Bicentennial item offered by Jason Shron's firm that I have ordered is firm's model of Lehigh Valley's "Northeastern style" caboose 1776, painted in a red, white and blue – even though the blue on the real car and the model may be lighter than the one on the U.S. flag. Rapido's list price is \$109.99; on April 18 it was still accepting pre-orders for it and stated it and other "Northeastern" cabooses were ready for production. I ordered a back-ordered one from Tony's Train Exchange in Essex Junction, Vermont, on that date for \$93.50.

Other "Northeastern" style cabooses for railroads most likely to be of interest to members include these, in the firm's second run of models replicating such cabooses, as announced in February 2026. Unless noted, all have black side frames on their trucks, which are either Andrews, Birdsboro or Taylor types – the last only on Reading or ex-Reading cars – matching those on the real cars. The order deadline for these was shown as Feb. 16, 2025; but that probably was supposed to be that date in 2026, since the firm seemed to have all or most of the models in

stock.

With a solid underframe – unlike the models in the first run – and two porthole windows in each end:

- Conrail: Blue with white graphics and black roofs, three numbers.
- Lehigh Valley: Solid red body with yellow horizontal stripe below side windows, three numbers.
- Penn Central: Solid green body with white lettering and black roofs, three numbers.

With a simulated Duryea cushion underframe – on all models in the first run – and no windows on their ends:

- Jersey Central Lines: Solid red body with white graphics including "Miss Liberty" logo, three nos.
- Metro-North Commuter Railroad: Blue with mostly white and dark blue graphics, car 064.
- Providence & Worcester: Red body with white graphics, black roofs, car 3001.
- Reading: As delivered scheme, red with brown roofs and white lettering, three numbers.
- Reading and Northern: Red with black roofs and white lettering, car 92844.

With Duryea underframe and a single square window on each end:

- Lehigh Valley: Bicentennial scheme like the one I have ordered.
- Lehigh Valley: Green scheme, three numbers.

With Duryea underframe and two square windows on each end:

- Western Maryland: "Circus" scheme (white, black and red), three numbers.
- Maine Central: Harvest Gold with Pine Green, three numbers.

Rapido Newsletter Vol. 227A, e-mailed April 8, showed the statuses of HO models:

- Already in stores: Centerbeam flatcars, CN 6348 cu. ft. boxcars built by the Trenton works, the MK-42 5-in. naval turret, plus

SW9 locos.

- In the warehouse and shipping soon were these GP40s: MKT and WP ones in Bicentennial schemes, plus mostly black and white IC and solid red MKT ones.
- Expected to arrive soon were the models of Toronto's first subway, AutoFlood hopper cars and M60A1 tanks.
- Leaving the factory in China soon were FT locos.

Tangent

On April 24, Tangent announced a new run of highly detailed and decorated models of 100-ton, 3834 cu. ft. triple coal hoppers first built by the Centralia, Ill., car shops of the Illinois Central, continuing after the railroad became the Illinois Central Gulf in 1972, with production of the cars continuing into 1977. These were built to haul bituminous coal from southern Indiana and Illinois, mostly to the Chicago area. IC/ICG built 3,420 of the cars for itself, as well as either 270 or 330 – Tangent gives both numbers – for Inland Steel and 50 for Indianapolis Power & Light. More than half of the ICG fleet were rebuilt into different-looking 3614 cu. ft. cars from 1980-1982, more than were not. Some of the as-built type survived on ICG spin-offs such as the Chicago Central and the Paducah & Louisville. But the numbers of the original Central quad type “dwindled quickly through the early 1990s”.

In 1973, the ICG had to ship record levels of grain from Iowa and Minnesota. Since its fleet of grain-hauling covered hoppers couldn't carry it all, the railroad used some of these cars in grain service, initially using plastic tarps but quickly changing to fiberglass “Hopper Toppers” with trough hatches from Proform Incorporated of Minneapolis that bolted onto some Centralia quads to haul wheat, corn and soybeans.

The run includes the following items. Single cars list at \$54.95 each. All cars have a simulated

tipple-type bituminous coal load.

- Illinois Central, as built in early 1969, black with mostly white lettering, including the two-word road name in large condensed sans serif caps at the left of the sides above Main Line of Mid America in smaller italic sans serif caps with a large orange “split rail” ic logo toward the right, in 24 IC car numbers from 85001 to 85441. These are sold out by April 27.
- Illinois Central Gulf, as built in early 1977, same colors, but with the new road name and with an end view of a rail with a dot above it within a circle not as far to the right, plus a multicolor Kartrak ACI label, in 24 ICG car numbers from 363100 to 363293. Also sold out by April 27.
- Inland Steel, as built in July 1968, with a body somewhat different from the IC and ICG cars, with INLAND STEEL in white on a black diamond on a white rectangle at the upper left of the sides and the firm's name in condensed sans serif caps right of it, with a taller than usual Kartrak label, in 12 INLX car numbers from 10254 to 10269. Most of these ran in unit trains between Inland's mine near Sesser, IL and its plant in East Chicago, Indiana, but Tangent has photos of some running loaded westbound on the ATSF through Joliet, IL in 1976.
- Undecorated RTR models of IC Centralia Shop cars painted black, all with the simulated coal loads but with variations in body details, are available as follows: IC 1968 body, at \$34.95 each, plus these at \$32.95 each: IC 1969 body, ICG 1972 body. One with the ICG 1977 body was already sold out.
- A 3-pack of orange ICG “Hopper Toppers” is \$44.95.

On April 24, a thread on the “Atlas Rescue Forum” – not affiliated with Atlas Model Railroad Co. and from now on called the “ARF” –

about the cars showed that at least one unit train of ICG cars with Hopper Toppers traveled over the Erie Lackawanna and the D&H to the large Cargill operation at the Port of Albany on 11/20/1972.

However, I wouldn't have ordered any of these models, because my small unfinished home layout called the Champlain & Hudson is supposedly set in northeastern New York State, with a route that a unit train to Cargill in Albany would not have taken.

Walthers

In addition to the Cooperstown & Charlotte Valley Railway cars discussed above, the new run of Walthers Proto 56-foot Thrall-built All-Door boxcars shown in side renderings in the firm's April 2026 new product announcements will be made in two numbers for each of these paint schemes. The real cars on which they are based were first produced in the early 1960s; some remained in service until the first decade of this century. The provision for all parts of the sides being moveable doors – the ones on the models are not moveable – may not have worked well for long in practice. Two road numbers each, at the same price and ETA as the CACV cars. All cars have small Thrall door car lettering plus roller-bearing trucks with black side-frames and probably center sills as visible in a photo of an actual model in the second paint scheme listed below from another run with a different car number.

Two of the paint schemes are ones the firm has done before that I already have:

- Armstrong: Roof and upper parts of ends and sides white, larger lower parts orange, with mostly black lettering. The firm made

Page 45:

The platform signs for the D&H station in Whitehall, N.Y. were very nicely done. 1969 photo by Hugh Strobel.



indoor flooring products and had a plant in Lancaster, PA. LUNX reporting marks.

- Canadian Forest Products Ltd: Bright red roof, upper parts of ends and sides white with mostly black lettering and red, white and black CANFOR logos, lower parts the same red with mostly white lettering. CFPX reporting marks.

The other six colorful paint schemes are, I think, new.

- Ashley, Drew & Northern: Entire car body medium green, with mostly yellow small lettering, no large road name but a rather small circular green, yellow and white herald. ADN reporting marks for the short line in Arkansas.
- B.C. Hydro Railway: Car body yellow with a dark red horizontal stripe about halfway up the side doors and mostly black lettering. B.C.H. for the short railway in British Columbia.
- Green Bay & Western: Black roof but yellow sides and ends with small rectangular red and white Green Bay Route herald and large Green Bay and Western in black italic sans serif caps and lower case with the third word smaller.
- Illinois Terminal: In the same livery described on a Bowser open hopper car above. ITC reporting marks.
- Sacramento Valley Molding Company: Entirely bright red car body with white graphics for this firm in California, with TCAX reporting marks.

Other HO models

Athearn

On May 2, I ordered an Athearn series model of a 60-foot "Harri-man"-type arched roof baggage or express car in the Illinois Central chocolate brown and orange livery with yellow striping and lettering I've loved ever since I rode the IC from

Chicago to Champaign-Urbana and back in 1970. Athearn itself shows it as in stock priced at \$51.99. I pre-ordered it from a dealer in Vermont, which "may take a few weeks", though the price of \$41.95 shown is subject to a possible tariff price increase, even though it's already higher than it was earlier. At 60 scale feet long, the model will fit on my small home layout better than a 70 scale feet Walthers arched roof baggage car I already have, which I'll try to sell or donate.

In the magazines

The April **Model Railroader** is only 68 pages, counting both sides of its front and back covers, far fewer than what used to be common decades ago before the advent of personal computers, the Internet, web sites, e-commerce and the decline of advertising in print publications. Nonetheless, I did enjoy it. The item in it of most use to me is staffer Cody Grivno's answer to a reader's question about modeling tar-and-gravel roofs, many of which I have seen while riding the elevated portions of the Market-Frankford Subway-Elevated line in Philadelphia starting in the 1950s, when I first started reading **MR** regularly.

However, the issue has at least one typo, on page 59, where the caption for a photo including parts of two HO models of Budd-built B&M RDC cars omits the "e" from "Maine". It's true that the photo, as cropped, doesn't show that letter. Within the past few years, a photo in **Trains** showed a train on a bridge across the Delaware River, the border between Pennsylvania and New Jersey – but either the caption or something in the text of the article it was in had the direction the train was traveling reversed! Decades ago such errors were almost never made in Kalmbach publications. The quality of copy- and proof-reading has greatly declined in recent decades, not just in hobby publications but in serious academic

ones, and even in best-selling novels. Some of us still care about such matters.

The May **MR** has the same number of pages. The answer in "Ask **MR**" to a reader's question summarized as "Which railroads made major color changes to their diesel paint schemes" lists 18 railroads but omits our favorite one. I think the replacement of engine black with yellow lettering and stripes on Alco units with the blue, gray and yellow lightning-stripe livery was major, not to mention later changes.

Those two issues have other interesting items, including Parts 4 and 5 of **MR**'s current project layout, the HO scale East Troy Industrial Park. I particularly like the latter, entitled "Easy Paper Backdrops". I use those, though not the brand used in the article; and I have used rubber cement to apply them to walls I painted light blue years ago rather than to a painted hardboard sky.

That said, I do try to read each issue of **MR**. I still subscribe to the print subscription, but I may let that lapse, because it's the model railroad magazine that's easiest to find in public libraries.

Railroad Model Craftsman's May 2026 issue has articles on modeling two Ralston Purina facilities in HO scale, one being the very large complex at Saint Johnsbury, VT and the other a much smaller one at Malone, New York.

The "Diverging Points" essay by Jason Shron, founder and president of Rapido Trains and a lifelong model railroader and railfan, urges readers to ride passenger trains and to get others to do so. He wrote, "Unlike in Europe and Asia, passenger train travel in North America is always under threat. If we don't use it, we'll lose it." I've been subscribing to **RMC** on-line only for some time now, to save both money and storage space in our small house.

Horse Cars, the Trolleys, and Our First Electricity

About the time of the Civil War, the old "Plank" Road between Lansingburg and Troy with its primitive stage coaches, toll gates and tolls, became doomed by progress. This route extended down Second Avenue and doubtless it was on this highway that Waterford's renowned Mr. Fisk and his "hearse" made history up to 1850.

Next appeared the horse cars. On August 30, 1861, the Troy and Lansingburg Horse Railway drove its first horse-car up through Lansingburg to the edge of the Waterford Union Bridge. The vehicles were low and broad, and had a roomy platform at both ends as standing space for the drivers. For fare, the passenger dropped 5¢ into a box as he entered if riding between the Troy city limits. If going to or from Lansingburg to Troy, he put in 7¢.

A year later, in 1862, this "Red" line was extended over the Union Bridge to Waterford. The color schemes for the cars was adopted to distinguish different routes. The Green Line ran between Waterford and Cohoes, this route coming into use in 1884, stages serving before then. In July, 1870 the car barns burned; of the 142 horses, only seventy were rescued. In October, 1872, all the horse-cars stopped running due to distemper among the horses, the streets also being almost deserted of horses. In 1868, it took a full hour to reach Waterford by the horse cars from Troy.

The trolleys, operating under the Sprague single overhead trolley system, came into use September 4, 1889 but the electric Waterford - Cohoes line did not start until November 29, 1889. In the change-over from horse to the trolley system, the same rails were used.

In April, 1889, Lansingburg enjoyed its first electric lights, and we assume Waterford followed closely

after with the two carbon electrode system, probably served by the "Beacon" Electric Company of Lansingburg.

In 1900, all local trolley lines, the Red, Blue, White, and Green, were joined by the Albany lines to form the United Traction Company, which later had a number of prolonged and disturbing labor strikes.

Sometime prior to 1902, the inter-urban Hudson Valley Electric Railway was organized. It had rail lines of over 100 miles in length, with waterpower resources of 8100 horsepower and steam power of 1300 horsepower. Apparently it was not properly organized, for after a serious traction strike of its employees, the captain of a militia company reported that during the strike, much of the trouble was caused by the miserable service of the company as regarded power, car and (striking) motormen service.

The cars were of the heavy electric type, and ran from Troy to Warrensburg, with branch lines to Saratoga Springs, Saratoga Lake and Greenwich.

A railway strike of its employees occurred in September 1902, and upon request of the sheriffs of Warren, Saratoga and Washington Counties to curb violence, the entire Second Regiment of the New York National Guard was called into service. Waterford, Mechanicville and Stillwater were patrolled by soldiers of the Third Battalion, who were encamped near Stillwater. The militia had a difficult job to insure order and at the same time protect the valuable and widely scattered power stations. Switches were jammed and heavy stones hidden in fires on the tracks over which the trolleys had to pass.

Elsewhere is told of the stone-throwing in Waterford, the train wreck, and how the troops who first approached with fixed bayonets later

fired their rifles in the air. Waterford, generally a place of law and order, was more or less cleared in 1902 by the statement of a militia captain, who officially reported seeing several men in traction uniforms fleeing from a jammed switch. After duty from September 17 to November 4, 1902, the militia was relieved from service, and peace again returned to the Hudson Valley lines.

In 1906, the Delaware & Hudson Company bought out the entire United Traction Company, together with the Hudson Valley trolley organization, which once ran from Troy to Warrensburg. (In 1929, the D&H sold its rights in this combine.)

The Fifth Avenue Bus Company running from upper Troy to Troy proper was organized on May 16, 1915.

In 1924, the United Traction Company put into use a system of "trackless" trolleys, which after a relatively brief period of use were followed by the type of buses resembling those in use in 1955.

In 1955, the buses of this area were running on a restricted bus schedule and at higher fares, said to be caused by a lack of passengers, who presumably rode in private automobiles. The latter are still making inroads upon the services once rendered by the United Traction Company. The Albia service center has been abandoned, and in the summer of 1955, the North Troy service center was given up. The central organization of the United Traction Company is now located in Albany, N.Y., the local buses starting from that point.

Waterford Historical Museum and Cultural Center, Waterford Historical Society; collection of Dick Silber.

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Deadlines for the **Bulletin** (arrival at the Publications Office, 2476 Whitehall Ct., Niskayuna, NY 12309) are "high noon" on May 22; Aug. 7; Sept. 4; Oct. 2; and Oct. 30. Please send items by e-mail to blhscurmudgeon@gmail.com, by mail (handwritten or typed), disk, flash drive, etc. to our Publications Office. Photos, returned on request, can be color or B&W, digital, slides, negatives, prints, or TIFs. Please support *your* society; with your help we will continue to promote the D&H.

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This issue will be mailed "Standard Class" rate (except for First Class issues) at the Albany, NY GMF on May 18, 2026.

Note: The USPS has stated, "There is no schedule for us to deliver any mail, except Express Mail" (which seems too accurate for words). Mail routing for "Standard" (a.k.a. bulk) addresses seems to be working well. "First Class" mail is, however, trucked to Plainfield, CT(!) for sorting, it is not done in Albany. Efficient? We wonder how well that "system" is working.

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05/10/26



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2026 Spring Luncheon / Business Meeting

Your Bridge Line Historical Society's Spring Luncheon / Business Meeting will be held on Saturday, June 6, 2026 at the Ambrosia Diner, 518 Aviation Road (Exit 19 of I88/Northway), Queensbury, N.Y.. The telephone number is 518-636-5486. Please join us for an afternoon of news, pleasant fellowship, good times, and great memories.

Check-in will begin at 11:30 A.M., with an easy "off the menu" luncheon. The Ambrosia has an extensive menu, so you will easily be able to find something you like. After the meal, there will be a brief business meeting.

The after-lunch program will be by **Bill Bibby**. The title of the program is "Reminiscing the Then and Now of the D&H".

2026 BLHS Spring Luncheon / Business Meeting Reservation

Luncheon reservations _____

Even though we're not collecting money, we still need to know how many people will attend.

Name _____

Address _____

Mail this form to:

BLHS Spring Luncheon
2476 Whitehall Court
Schenectady, New York 12309

All reservations must be received by May 30. Further information is available from Barbara Bachorz at 518-374-9548.