



Bridge Line Historical Society

Bulletin

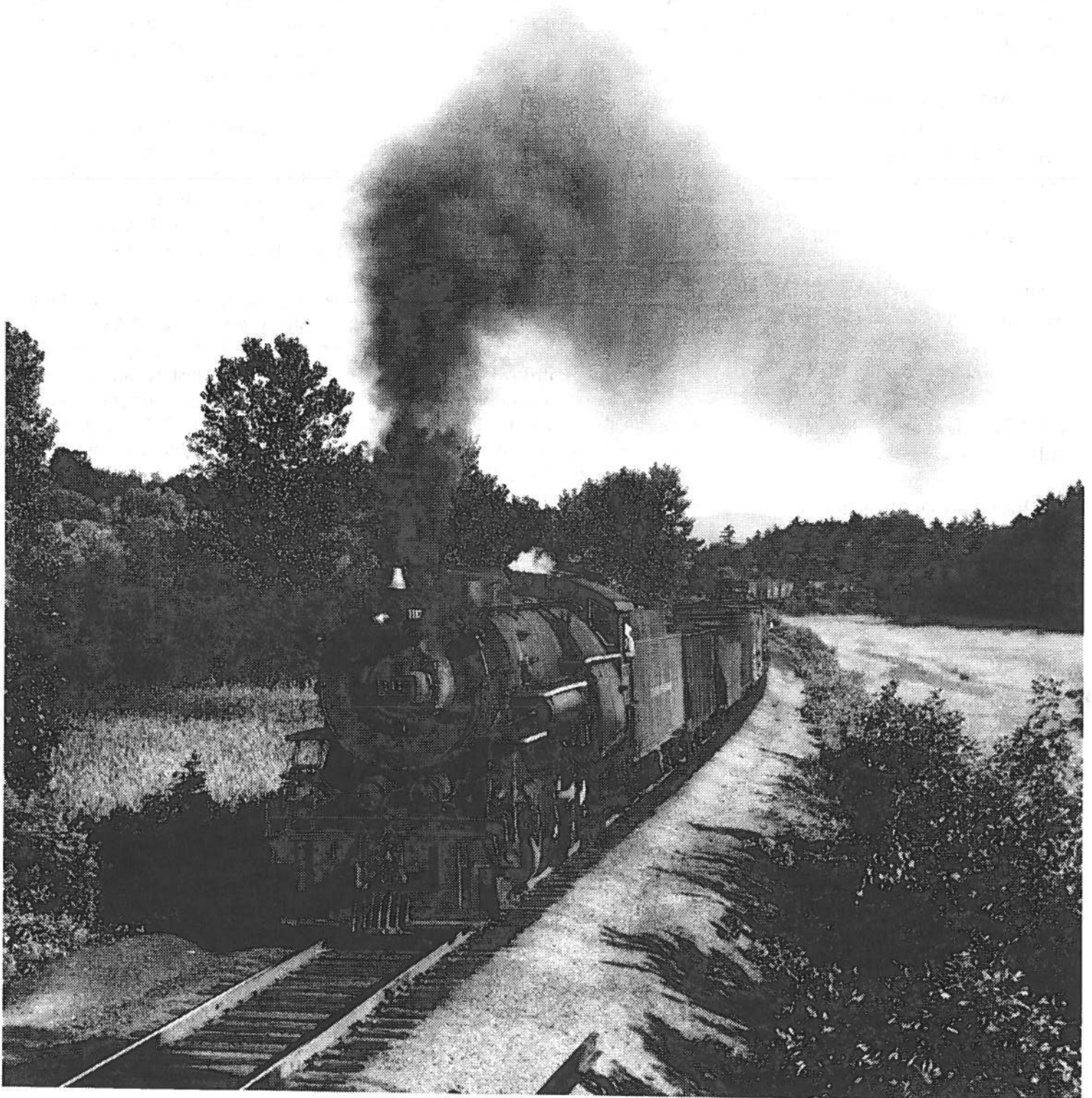
Volume 36, Number 7

\$5.00

BRIDGE-LINE.ORG



July 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
bmrchs.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)

Sep. 19: Schoharie Valley Railroad Museum Train Show; Railroad Complex Mill Building, 143 Depot Lane, Schoharie, NY. Info: Thom Fries at 518-569-3395.

Nov. 21: Albany Train Show, Polish Community Center, Albany, NY. 9 AM - 3 PM. Info: albanytrainshow.org

Cover: D&H class E5a 2-8-0 Consolidation #1117; location and date not noted. John Krause photo, William Doyle collection, BLHS Archives.

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.
- 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, Chester, 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)

The Consist

Timetable	2
BLHS News	3
Industry News	4
Letter to D&H Employees	6
D&H Ghosts in Oneonta	8
Black Flags	11
For the Record	12
Swap Shop	14
Receiving Yard	15
Operating Ratio Obsession	18
Legendary Locomotive	19
In Helper Service	20
Silence Is Golden	22
Media in Review	23
D&H Rail Trail	26
The D&H's 150th Birthday	27
Traction Action	30
Bridge Line Memories	34
1960s: Two Generations Removed	36
Modeling Matters!	38
Membership Application	48



BLHS News and Views by Barb and Jim Bachorz

Spring Luncheon / Business Meeting

To be voted on in June 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; in 1927, **Dick Girard** and **Pete Rankin** will be up for reelection.

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

Note: These changes were earlier proposed for our Fall 2025 Luncheon, but the event was unfortunately cancelled. The Officers and Directors were held over until they could be replaced and/or reelected.

Condolences

We would like to express our sincere condolences to the family and friends of long-time member **Mike Phelan**, who passed away on May 12.

We would also like to express our sincere condolences to the family and friends of **Ed Cobb**, whose father **Richard** passed away on February 27.

2026 CEIF contributors (this month)

Frederick Childester. Thank you!

2026 Patron members

Carl Belke; Gary J. Brandstetter; William D. Burt; Jim Howarth; William McColl; "Chuck" Perkett; Ed-

ward J. Zech; and John D. Zidik.
Thank you all.

Directors/officers/columnists:

Barb Bachorz: brbachorz@gmail.com

Jim Bachorz: blhscurmudgeon@gmail.com

Doug Barron: dbarron62@aol.com

Frank Dutton: frankdutton46@gmail.com.

Charlie Friderici: cfrrt@nycap.rr.com

Dick Gerard: via the Publications Office; items will be forwarded.

Tom McEntee: thmsmcentec@yahoo.com

Pete Piroha: petepiroha@gmail.com

S. Robert Powell srp18407@gmail.com

Pete Rankin: prankin132@outlook.com

Dave Roberts: robertsrs36@yahoo.com

John Shaw: dandjohn@shaw-web.net

Chris Shepherd: blhs209@gmail.com

Dick Silber: hocustom@aol.com

Rev. Walter Smith: wsmith75@twcnv.rr.com

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.

Steve Wagner: gerhunpolam1@gmail.com

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



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.

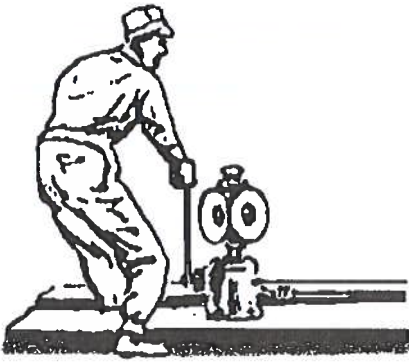
● **Temporarily away?** Even if you notify your Post Office to **Hold** or **Forward** mail, your issues may be returned to us as postage due, or may be destroyed under postal regulations. We mail to the Address of Record, and we cannot be responsible for non-receipt when you are away. You should give 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/\$3.50, 2/\$4.50, 3/\$5.50, 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, as per above.



Industry News

gleaned this month

by Jim Bachorz

BLET, Delaware & Hudson Railway reach tentative agreement

The Brotherhood of Locomotive Engineers and Trainmen (BLET) has reached a tentative three-year agreement with the Delaware and Hudson Railway, a subsidiary of Norfolk Southern Railway. The agreement covers general wage increases for the period between Aug. 1, 2024, and July 31, 2027. BLET members will issue ratification ballots by May 27.

CPKC, at the time Canadian Pacific, bought D&H in 1991. CP in 2014 sold the 282-mile railroad to NS.

Progressive Railroad

The announcement seems misleading, in effect saying that the entire D&H was sold to NS. Since CPKC is still running the North End, that seems inaccurate. ...JB

Proposed FAA rule could lead to restrictions on drone flights over rail facilities

The Federal Aviation Administration is proposing new restrictions on drone operations in areas of "critical infrastructure", including transportation facilities, which could impact railfan operations around railroads. The proposed rule announced on May 6 would allow operators of such facilities to request inclusion, but requires them to demonstrate the restriction is "necessary for aviation safety, protection of people and property on the ground, national security, or homeland security". Transporta-

tion systems are among the 16 types of facilities eligible for consideration.

The rule would create two types of restrictions. One would bar drone operations within a set boundary, except for operators who have met rigorous safety and security standards. A more severe restriction would require prior approval from the FAA and the sponsoring federal agency, such as the Department of Homeland Security.

The restrictions would be issued for a 5-year period, after which the site operator could apply for a renewal. Drones operating in such areas would be required to be equipped with Remote ID, under which a drone would broadcast an identifying signal. That signal would be used to allow federal agencies and law enforcement to locate operators whose drones fly where they are not allowed or are operated unsafely. Penalties could include license suspensions and revocations, fines and criminal charges.

Trains News Wire

Brightline finances create "substantial doubt" about company's future

Brightline faces "substantial doubt" that it can "continue as a going concern", the company said in a financial statement for the period ending Dec. 31, 2025. An auditor, which prepared the financial statements, said that the Orlando-Miami passenger operation "requires funds to service its debt and meet such other obligations as they become due, and has stated that it does not currently have the liquid funds necessary" to meet those requirements.

The company said it is pursuing two avenues to address its debts and obligations: obtaining additional extensions on the debt, or raising additional capital through methods "including but not limited to one or more of the following: newly issued senior secured indebtedness, subordinated secured indebtedness, unsecured indebtedness and/or additional equity contributions, which may be in the form of preferred equity, from its

Parent and its affiliates or third parties".

Losses in 2025 were substantially reduced from 2024. The statements show that Brightline sustained an operating loss of \$127 million in 2025 and a net loss of \$233.1 million in 2025. Both figures are improvements over 2024, when the company reported an operating loss of \$153.5 million and net loss of \$548.7 million. They also show the company faces a total of \$5.85 billion in long-term debt, interest on that debt, leases, and other contractual obligations. Of that, \$4.96 billion is debt or interest on debt.

The company deferred interest payments on private activity bonds issued by the Florida Development Finance Corp. in January, its second such deferral on those bonds following a similar action in July 2025. The grace period for meeting the January payments has been extended twice; they are now due on May 15.

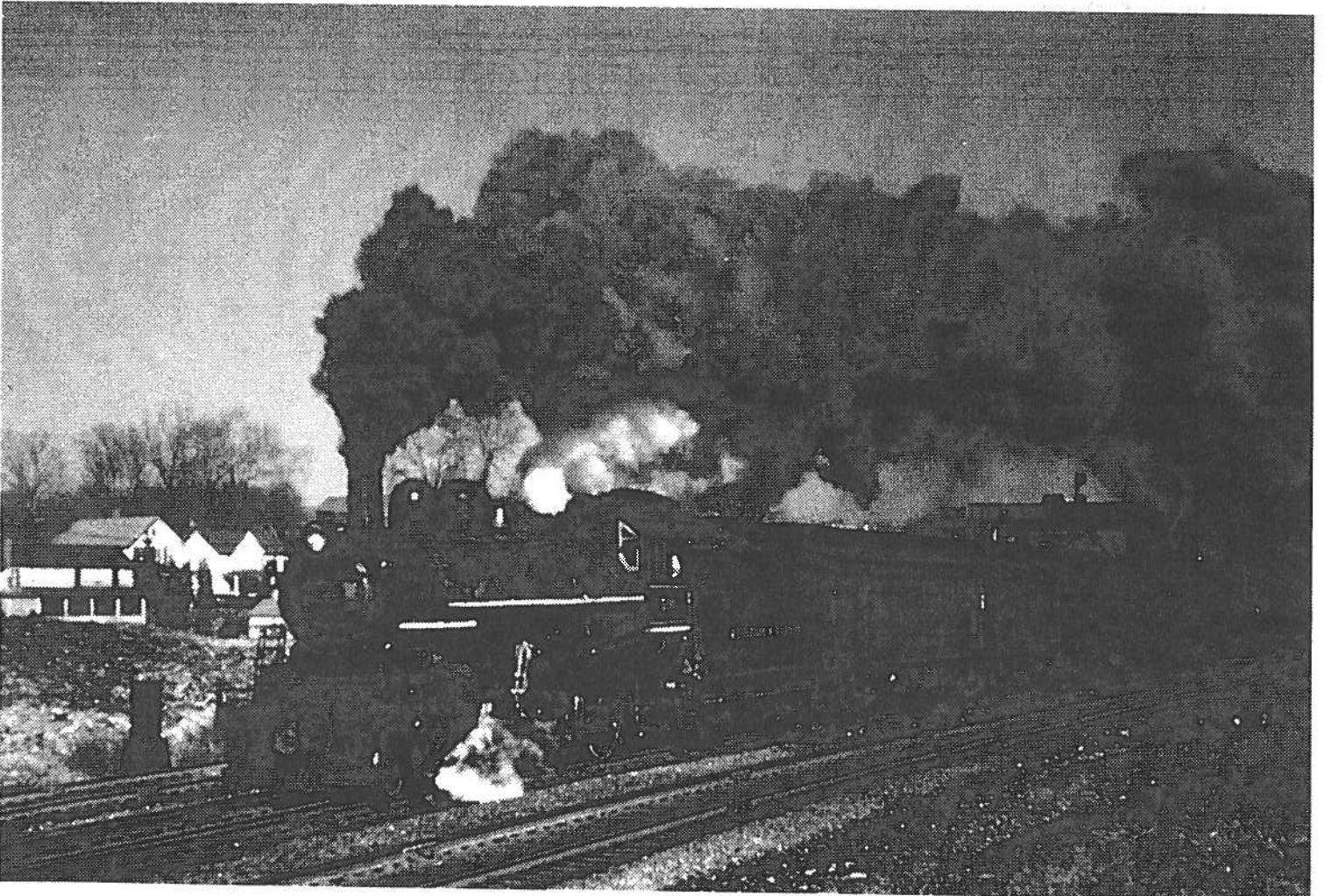
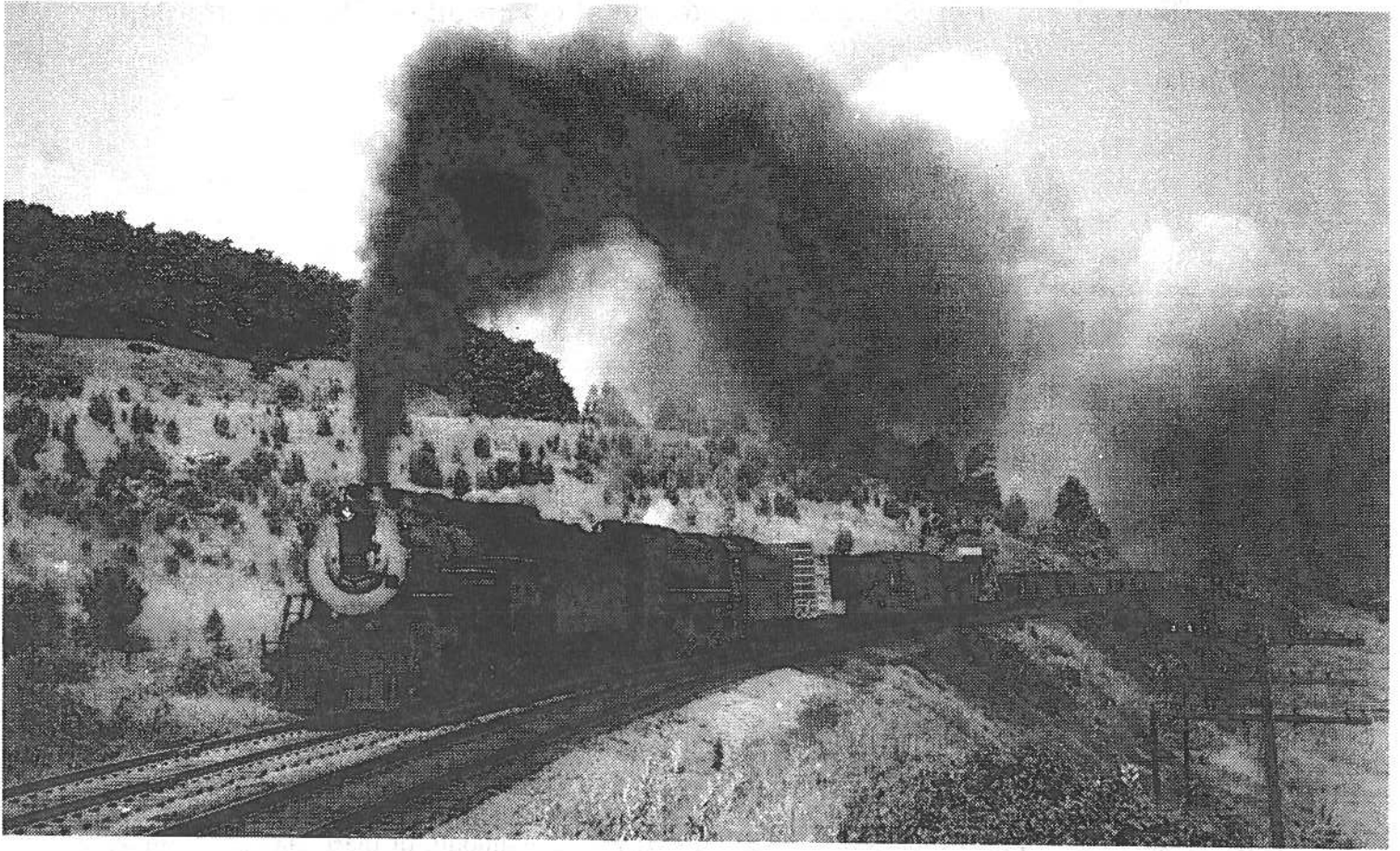
Brightline's monthly investor statements, which report revenue and ridership but do not address costs or profitability, do show positive ridership trends. The March 2026 report says the ridership of 337,875 was up 21% from March 2025, and set records for revenue, single-day ridership, and long-distance ridership. The total revenue of \$23.6 million was a 14% increase over the same month a year earlier. *Trains News Wire*

continued on page 11

Page 5:

Top: D&H class E5a 2-8-0 #1117 double-headed with a K-class 4-8-4 on Richmondville Hill. August 1948 photo by Rodney H. Peterson; BLHS Archives.

Bottom: D&H 4-6-0 #500 with "Miners' Local", southbound at Carbondale, Pa. November 9, 1951 photo by Robert Collins; Rodney H. Peterson collection, BLHS Archives.



Law offices of Hazel & Thomas, a professional corporation, Washington, D.C.

July 8, 1991

Dear D&H Employee:

As you know, the Trustee has now completed the sale of the D&H rail assets to Canadian Pacific. The completion of the sale has allowed the Trustee to begin work on a plan of reorganization in accordance with the Bankruptcy Code for distribution of the money to the creditors. As a current or former employee, you have claimed to be entitled to a share of that money through your own and/or your union's filing with the Bankruptcy Court.

As you would expect (given the limited funds available), the Trustee will not be able to pay each person the full amount that he or she has claimed. There are several reasons for this. First, the Trustee believes some of the claims are invalid. Second, the Trustee simply does not have enough money to pay in full all the claims that he believes are valid. Where, as here, there is too little money, the Federal bankruptcy law tells the Trustee which claims to pay and sets the order of payment. Unfortunately, a large part of claims by employees, such as yourself, are known as "unsecured claims". Under the bankruptcy law, unsecured claims are paid last after administrative, secured and priority claims. In this proceeding, it is unlikely that there will be enough money, if any, to pay a significant percentage on the unsecured claims.

On the other hand, some of the claims that employees have filed are for wages or other types of wage-type payments (for example, vacations) earned within 90 days of the date the D&H filed for bankruptcy. These claims are not considered unsecured claims, and there will, most likely, be enough money to pay these claims. However, the bankruptcy law limits these "priority wage claims" in two ways: one, as stated above, the "priority wage claim" must have been earned or happened within 90 days of the bankruptcy; two, the amount of these claims is limited to a total of \$2,000 per person.

Some of you have already received some or all of the \$2,000 maximum. This would apply to people who received payment for the two weeks and two days' wages earned just prior to the bankruptcy. Any money you have already received counts against the \$2,000 limit described above.

The Trustee has determined how much of the money you are claiming he believes can be considered a priority wage claim; this amount is \$1,512.40. Of course, we would expect that you might disagree with the Trustee's numbers and believe that you are entitled to more money. You are also free to argue in Court for a different priority for your claim. Given this situation, and given the Trustee's desire to expedite payment to former D&H employees, the Trustee has decided to offer to settle your claims and the claims of other employees. This offer applies to all employees who have claims before the Bankruptcy Court.

All eligible employees are being given the following settlement options. The Trustee will allow the portion of the claim that we agree is a priority wage claim, up to the \$2,000 maximum. As for the rest of your claim, in order to settle our disputes with regard to the amount and priority of your claim, the Trustee will allow you either of the following two options:

1. The Trustee will allow you an additional priority wage claim in the amount needed for you to have a \$2,000 priority claim, up to a maximum of \$900 per person; or
2. The Trustee will allow you a special type of claim, called an administrative convenience claim, of \$450. It is more likely that this administrative convenience claim will be paid than an unsecured claim.

The Trustee has calculated the amount of money you would receive under each of these options. Obviously, you will want to choose the option that produces the most money. If the

numbers shown below are equal, you are better off choosing Option 1. Under your particular situation, selection of the options available would entitle you to the following amount of money:

Option 1 - \$1,512.40

Option 2 - \$1,962.40

Selection of one of these options will mean that you will receive your money as quickly as possible, maybe even by the end of this year. Of course, there will be no distributions until the Bankruptcy Court approves of the Plan of Reorganization and Disclosure Statement and enters an Order allowing the Trustee to make payments. Persons refusing these options will have to wait much longer to receive their money and we believe they will receive far less.

The following conditions apply to your selection of either option:

1. The options are offered in full settlement of all claims against the D&H filed by you or on your behalf in the Bankruptcy Court.
2. The options will only exist if 75% of the eligible employees exercise the option program. The Trustee shall make the final decision as to whether this qualifying percentage is reached.
3. The options will only be offered to those employees who have filed total claims with the Bankruptcy Court for more than the lowest payment contemplated by this Plan, or have had such specific claims filed on their behalf with the Bankruptcy Court.

Finally, we believe that this is a fair plan. It is the most money that we can offer under the circumstances of this proceeding. We strongly believe that persons who reject this offer will receive less money than people who accept it. Moreover, acceptance of these settlements should result in your getting the money quickly. It will also make it unnecessary to arbitrate or litigate many claims. This avoids unnecessary expense, thereby making more money available to pay claims.

Enclosed please find a settlement election form. If you wish to participate in either of the options described above, please complete the form and return it to me by August 30, 1991, in the enclosed envelope.

If you have any questions, you can direct them to Mark Domeyer at (202) 659-6937. In addition, your General Chairmen have been advised of these settlement proposals and should be able to assist you.

Sincerely,

HAZEL & THOMAS, P.C.
Charles H. White, Jr.
Counsel to the Trustee

CHW: jfw
Enclosure

[From the Languish collection, BLHS Archives]

Delaware & Hudson Ghosts in Oneonta

Once the railroad's thriving maintenance gem

by Stan Trzoniec

Just about everything has changed, but no matter how many times I visit the Delaware & Hudson Railway, there is an excitement that something new may be discovered. The thought of finding something new on the right-of-way or the back roads running near this legendary railroad always draws me in. In short, I'm forever enamored by its former presence in the Empire State, especially the Southern Tier region, and more so on its Susquehanna Division.

While the railroad made a more than formidable impression on this author and the people in the region, the Delaware & Hudson has that "sense of place" like no other railroad I've photographed and written about over the years. Even today, traveling N.Y.S. Route 7, you can see the importance it had on the area's economy, from the population to industries along the way.

Discovering the D&H

To me, there is no other location like this part of New York State. When I was a young boy, I spent balmy summer days on my uncle's farm just a scant 10 miles from Oneonta in nearby Portlandville, hunting, fishing, and getting stomach aches from eating so many green apples! Unknown to me at the time was that the Cooperstown Branch ran right through the town, but the tracks were pulled up years before I was born. While the Delaware & Hudson was the furthest thing on my mind, in later years I traveled back to the farm, and with it the rails that beat around the hills and dales from Oneonta to Cooperstown. Happily, the farm is still there – regrettably, the Delaware & Hudson is not, especially the facilities at Oneonta.

Back in 1989, along with a few

friends, I traveled to see what we could discover before Oneonta's will was read. We rented a large RV, and when, for example, we arrived at one particular spot in Oneonta, the yard and facilities seemed to impress us the most for photos and the general history of the line. We made it a habit to ask permission before walking around the property. Much to our chagrin, however, nobody could be found to ask. It was during the week, during normal working hours, but the place was deserted.

You could see something was going to happen, or already was happening, by just the contents of the yard. Cabooses were lined up, rolling stock was in various states of repair, and while there was some power around the periphery, all was quiet. During this day, I had my Mamiya 6x7 camera with me, loaded with Tri-X film, so I documented the area in a more somber monochromatic mood.

The generations of a grand facility

The once grand maintenance facility that had served the Delaware & Hudson's Albany & Susquehanna Division seemingly forever was over. From its beginnings in the late 1800s and through its ensuing years, the railroad, including the huge Oneonta maintenance facility, had survived in place, if only through mergers and takeovers.

While the Guilford, Canadian Pacific, and finally Norfolk Southern all took turns hammering at the "shrine" in Oneonta, the yard there still lives, although barely. It has an almost nonexistent life compared with the activity it had in years past. Taking a few days, I journeyed to the Oneonta yard and, much to my dismay, the yard is now one flat plain of

land stretching as far as the eye can see. The famous landmarks like FA Tower, the overhead walkway, and all but a few of the buildings are gone, with only photographs allowing us to keep their memory.

As mentioned previously, at one time, a few of us had the run of the place, and we spent nearly a full day photographing the yard, with emphasis on the maintenance buildings. Just walking around, you could sense the history surrounding this location and the men who spent their entire lives employed here. On the downside, the place was in full decay and with time running out for the Delaware & Hudson. We photographed what was left. In 2023, the giant coaling tower stood tall like something out of *Star Wars*, but now that is gone, with only the huge smokestack remaining towards where the south end of the yard was located.

The center of D&H operations

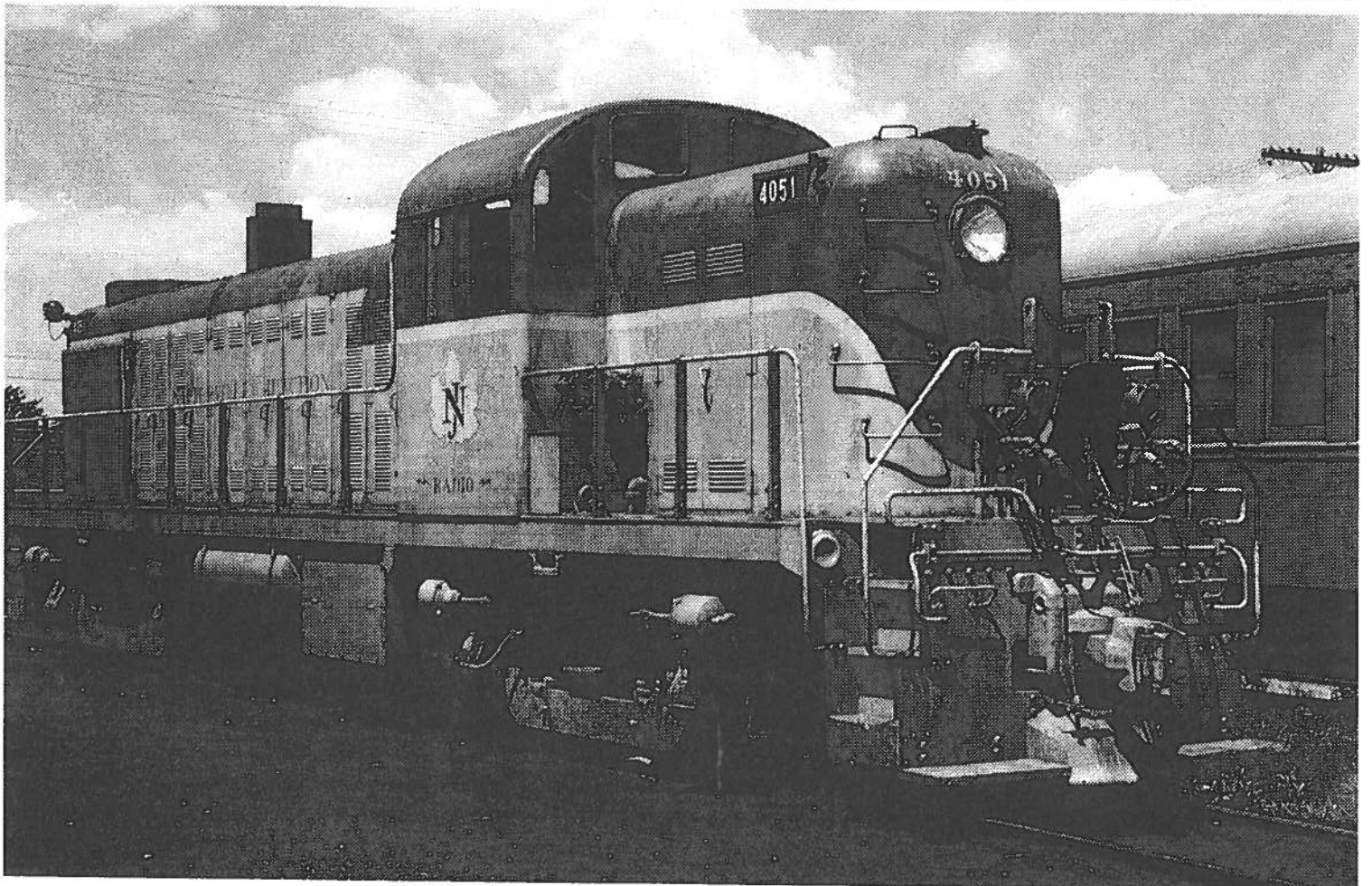
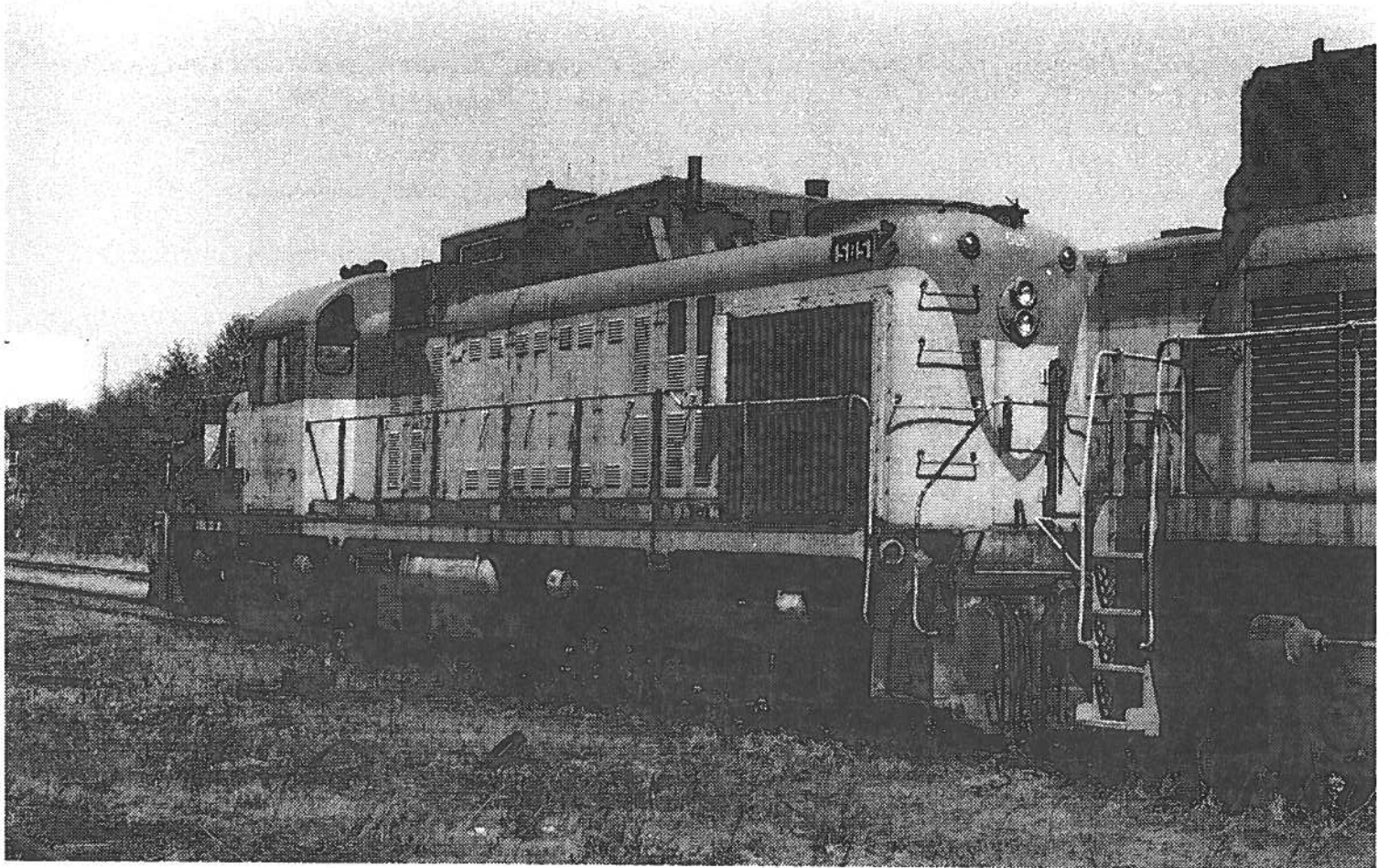
In its prime, Oneonta was a key location for most D&H operations. About 38 timetable miles south of town at Nineveh, N.Y., the Pennsylvania Division split from the Albany & Susquehanna, which made Oneonta a good location to make up and classify trains for movements to Binghamton and south into Pennsylvania.

continued on page 10

Page 9:

Top: D&H RS3m #505, also known as an M-K TE-56, in the Colonie Yard dead line, Watervliet, N.Y. Date not noted; BLHS Archives.

Bottom: Napierville Junction RS2 #4051 in lightning-stripes at Rouses Point, N.Y. on July 8, 1969. Rodney H. Peterson photo, BLHS Archives.



In addition, as a crew change point, local freights and a base for helpers were all positioned in Oneonta.

Stepping back in time, the Albany & Susquehanna Railroad, which began construction in 1851, reached Oneonta in August 1865. Now with the area booming and the stagecoach line entering its final months of prosperity, the railroad was taking over, shortening the time and smoothing the ride from Albany. It was a series of “subscriptions” from the taxpayers along the route and the state, amounting to \$1 million, that finally made the rail trip to Oneonta possible. According to the history of the area, this date dealing with the arrival of the railroad “was considered to be Oneonta’s greatest day” to a crowd that overwhelmed even the town fathers.

For many years, Oneonta was one of the busiest railroad towns in New York. There were several train lines, a pair of depots welcomed passengers, and it wasn’t long before the yard in town became the city’s largest employer. This in part was due to the immense roundhouse built in 1906 on a tract of land measuring over 350 acres. The land, which at this point was the prime location for the yard, was actually a swamp that surveyed about a mile wide at some places, by quite a few miles in length.

For history, it is hard to fault the facilities at Oneonta and its beginnings. With reference material like **Jim Shaughnessy’s** book on the Delaware & Hudson and numerous online societies, the growth of the railroad and its yard in Oneonta comes into a sharper focus thanks to the efforts and the vision of Harvey Baker.

Mr. Baker’s vision

Baker was a perceptive businessman with a strong interest in Oneonta. He built up his holdings with a large mill complex including a large foundry and machine shop. He was also into real estate, having amassed large parcels of land around the area. As time moved on, these became a

large part of commercial Oneonta. With his vision, he knew that a rail connection to all points of the compass would be part of the town’s success and enhance its expanding industries. To help the process, he became a director of the Albany & Susquehanna – once the charter was finalized with his financial aid. He would end up as one of the railroad’s principal stockholders.

While all this was going on, he secured an area for the Oneonta shop facilities. With the railhead moving quickly, the location for the shops gathered some competition between Oneonta and Colliersville, N.Y., the latter being only 6 miles to the north. The rights to where the shops should be went back and forth ending up with a bit of arm-twisting between Baker and Eliakim Ford, another A&S director. The discussion finally settled on the current tract of land in Oneonta. Work began on this part of the landscape, starting with drilling and draining the swamp. The area grew over the years, with shop buildings and the first roundhouse built in 1870.

At one time, the railroad employed more than 1,700 people to care for the large amount of motive power and rolling stock then present on the D&H. Everything from steam locomotives to freight and passenger cars were maintained here. Looking at the list of facilities, Oneonta appears to have been the cornerstone of maintenance for the railroad’s 14,000 pieces of rolling stock. In this facility, the D&H built wheel, wood, coach, and blacksmith shops, to name a few, in addition to maintaining air brakes and completing wheel repairs all in a tight-knit, hard-working community.

During its tenure as a prime position in the scope of D&H operations, if Oneonta had one item to list as its claim to fame, it would have been the roundhouse. A look at aerial photos of the yard shows that this building formed a complete circle, making it a record railroad building in size for

more than a century. Later, as the diesel became the primary source of motive power, the roundhouse was cut to 16 stalls. In 1993, when I visited and CP Rail owned the D&H, the rest of this classic building had been demolished.

A record-breaking roundhouse

The Oneonta facility was only 82 miles from Albany, N.Y. Both the maintenance facilities and yard were outgrown quickly. A new era was sparked in 1906 when construction began on a new engine and shop facility with a more modern, more efficient structure for maintaining the growing fleet of D&H motive power and rolling stock. Up until a few years ago, the yard was used mainly as a staging area for older, less-used rolling stock destined for minor up-keep or scrap.

Detailing 1906 proved it was busy for the D&H with large investments – 57 locomotives, 2,014 coal cars and a dozen and a half milk cars – in addition to the freight yard being enlarged and modernized. In the same year, 152 miles of track had been completed with block signals and the company ventured into the electric railway field with the purchase of the Plattsburgh (N.Y.) Traction Co. With all this growth, the original roundhouse at Oneonta was starting to age and lose capacity, so a new, larger roundhouse was on the minds of many.

The 1906 roundhouse – enlarged in 1921 – was labeled as one of the best structures ever built in this design, and went a long way in easing the maintenance workload on the busy D&H. The roundhouse went on to be “the largest roundhouse in the world”, ending up with 52 stalls and a 75-foot turntable – later lengthened to 105 feet to accommodate larger, more modern locomotives – in a building more than 400 feet in diameter. If you are good at math, that comes out to a circumference of 1,344 feet, or just a few feet over a quarter mile. The building housed

continued on page 11

For the Record

Map of Pennsylvania Coal Company Gravity Railroad Surfaces

by S. Robert Powell, Ph.D.

For no less than 25 years, railroad historians have believed that the only known maps of the Pennsylvania Coal Company's Gravity Railroad are the maps that are contained in the PCC map volume that was formerly in the collection of Louis DeNaples, Dunmore, PA: a map volume containing 95 maps, 25 in. x 17 in., scale 1 in. = 200 ft. Those maps date from about 1866, with some data on the maps going back to 1850, and some data going forward to 1897. These maps were professionally photographed by Professional Photographic Services in Wilkes-Barre, PA, which produced a 4"x5" negative of each map; the negatives were then scanned as PCD files. The scans of these 95 maps are now presented, as JPG files, on Internet Archive in three files: "Pennsylvania Coal Company Gravity Railroad Maps", Parts 1, 2 and 3.

On March 25, 2026, Carl Reichart, a member of the Carbondale Historical Society, came into the office of the Carbondale Historical Society and said, "Dr. Powell, this is a map of the Pennsylvania Coal Company's Gravity Railroad that I purchased at a house auction in Clifford, PA [Cole Family Auctions, Clifford Township, PA], and it belongs in your collection of railroad maps". Who owned this map in the nineteenth century, and how did it end up at an auction in Clifford, PA? We may never know the answers to those questions, but we can rejoice in the fact that it did, and that the map is now in the collection of the Carbondale Historical Society.

Printed on the map, which is 8 feet long and 2 feet wide, is the following: "Map of the Pennsylvania Coal Cos Lands and Gravity Railroad from Pittston to Hawley with Location of Proposed Locomotive Railroad, under the Supervision of J.B.

Smith, Dunmore Office, Penna. May 1882. Scale 1 inch = 1/2 mile". The "loaded" track from Port Griffith to Hawley is shown on this map in green ink, as a continuous line, with no indication of planes and levels; the "light" track from Hawley to Port Griffith is also shown, but in red ink, as a continuous line, with no indication of planes and levels. Shown on this map is also the "Proposed Location" of the "Locomotive Railroad of the Pennsylvania Coal Company". The exact location of the "Proposed Locomotive Railroad" is not shown on the map.

The proposed PCC locomotive railroad between Port Griffith and Hawley! This is a map that shows (from the title of the map) the lands through which this proposed railroad would pass! In T.C. Connolly's remarkable book on the PCC Gravity Railroad, we read:

"About 1880, talk of some import arose concerning the construction of a steam railroad from Hawley to the mines. Members of both the Erie and the P.C.Co. met frequently over a two-year period to discuss this matter. The chief advantage for building the proposed steam railroad was the elimination of transferring coal from the Gravity cars in Hawley to the Erie cars, which then brought the coal to its markets.

"In the summer of 1882, construction of the roadbed of the proposed steam railroad actually began, and its route closely followed the line of the Gravity, and in many instances ran side by side or in clear sight of the rails. Chief financial backing came from the P.C.Co. and the Erie Railroad, with John B. Smith becoming the General Superintendent until his death in 1895. Several contractors were hired and work was pushed to

completion, so that on May 22, 1885, the railroad was finished, and the historic Pennsylvania Coal Company's Gravity Railroad was retired.

"By 1884, it had become very clear to the PCC that the price of shipping coal over the mountains by Gravity was far too costly a practice to continue. In this same year, the Erie and Wyoming Railroad decided to extend its line into the city of Scranton. Hence, under the Presidency of George A. Hoyt, the PCC Gravity Railroad was absorbed by the Erie and Wyoming Railroad in 1885, and the PCC Gravity Railroad was soon abandoned; its forty-seven mile route being immediately replaced by a steam locomotive line".

On May 22, 1885, the first steam passenger train made a trip from Hawley to Dunmore over the Erie and Wyoming Valley tracks. By June 7, even though all the coal trains had been withdrawn from the Gravity

continued on page 20

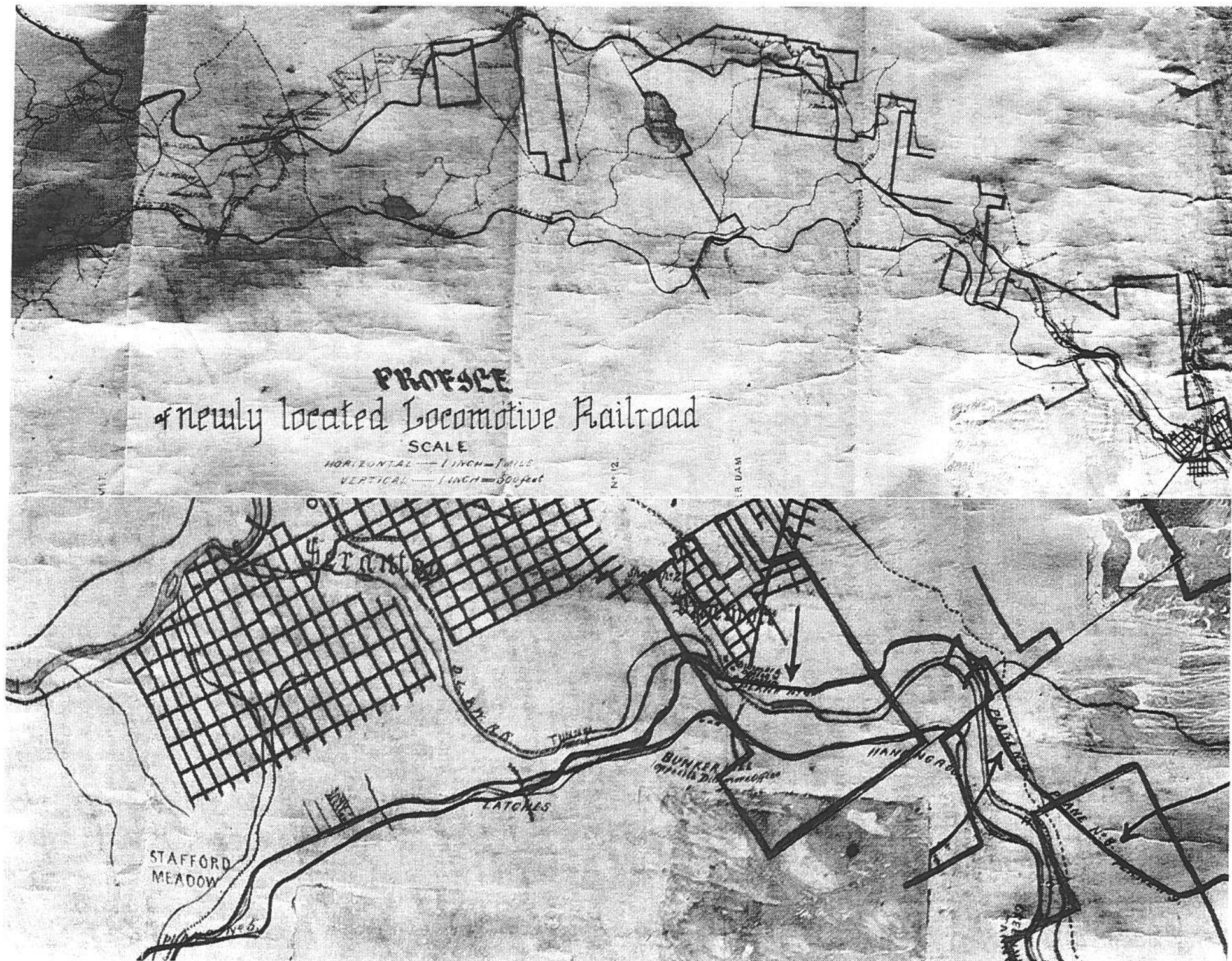
Page 13:

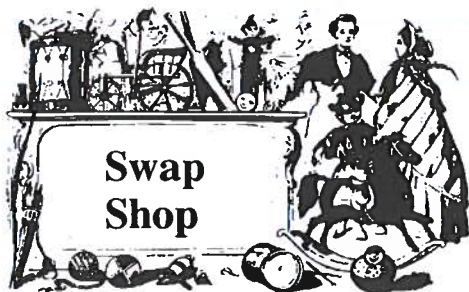
Left / top: Detail of the area through which the newly located locomotive railroad of the Pennsylvania Coal Company will pass; the line itself is not shown. The gravity lines, however, are there; the upper line is marked "loaded northbound" and the lower line is marked "light track". Carbondale Historical Society collection via S. Robert Powell, Ph.D.

Right / bottom: Detail of the Loaded and Light tracks of the Pennsylvania Coal Company Gravity Railroad in the Scranton, Pa. area. Carbondale Historical Society collection via S. Robert Powell, Ph.D.

PROF. SEE
of newly located Locomotive Railroad

SCALE
HORIZONTAL — 1 INCH = 1 MILE
VERTICAL — 1 INCH = 300 FEET





by Frank Dutton

A partly cloudy and warm Saturday, May 16, saw Terry and I checking out the Nickel Plate station in Rocky River, Ohio. The small wooden station has recently received a new coat of white paint in anticipation of the upcoming visit of Union Pacific "Big Boy" #4014.

Eastbound, the 4014 passes by here on Monday, June 8. The westbound trip has the 4014 stopping here for a half hour on Monday, July 13. I have a feeling this location will be too crowded for any useful photos. I'm not sure where best to avoid the crowds, and not end up in a less than desirable part of town. Quite the dilemma for one who primarily travels on foot.

Until next month, see you trackside.

Why we are here

Finally, the ads. With Summer on the doorstep, be sure to check the ads for some new projects, or some fine reading material to while away the coming long evenings. Don't hesitate, as items have been moving. Maybe do a little house cleaning, have unneeded items? Sell them in the Swap Shop!

The rules: All members may submit ads. Ads are due at least two days before the first Saturday of the month. Your ad will run for at least six successive months, or until you inform this columnist that your ad has been successful, or that you've given up! And remember, send your ad or notice to cease to the street address or e-mail address below. Please do not

send Swap Shop ads to the Publications Office. We will do our best to honor any special requests.

The address:

BLHS Swap Shop
c/o Frank Dutton
12031 Edgewater Drive, Apt. 401
Lakewood, Ohio, 44107
e-mail: frankdutton46@gmail.com

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

In addition, it is very helpful if you notify the Swap Shop when your ad has produced results, and should be discontinued. There is nothing more frustrating than contacting an advertiser only to learn that the listed items sold last week.

For sale: CP Rogers Pass Line Inauguration commemorative plate, May 4, 1989. Mint condition, never used. \$15 or best offer. Contact Barry Nelson, 17036 Freshwind Circle, Jupiter, FL 33477; fbnelson11724@gmail.com, tel. 516-987-9083. (0626)

For sale: D&H commemorative patches! Two newly-designed patches of our favorite railroad.

- The first patch celebrates the 50th anniversary of the *Adirondack* passenger train, featuring a design inspired by the train's drumhead, with a yellow field and grey and green stitching.
 - The second patch commemorates the D&H bicentennial, showcasing a black field with yellow stitching.
- Each patch is priced at \$7 plus shipping, but as a special offer to BLHS members, you can get the set of two for just \$10 plus shipping. Dealer inquiries are welcome. For more information and photos, please contact Larry Rine, 15 Green St. West, West Lebanon, NH 03784; tel. 603-322-3295, e-mail larry.rine@ya-

hoo. com.

(0626)

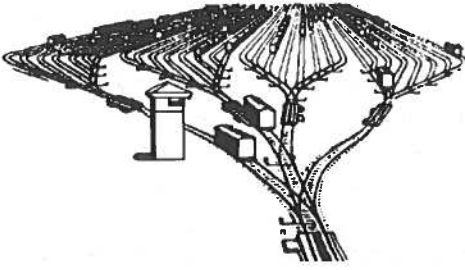
For sale: I want to reduce my O-gauge rolling stock, and will sell at low prices. Only a few freight cars have boxes, but most of the locomotives have them. Predominately semi-scale with some toy-like size; no track or transformers. I have a GG1 from O-Line Reproductions that is in very good shape. I already have a larger GG1 from MTH, so I can part with this one. I'm in Central New Jersey, but travel to upstate New York a few times during the summer months and can deliver, avoiding costly shipping. Items work well for economical first-time layouts. Frank Higbie, 872 Sebring Ave., Bound Brook, NJ 08805; e-mail frank.higbie@yahoo.com, tel. 732-356-0271. (0526)

For sale: Rare railroad magazines, all in good condition, most printed on heavy, glossy paper. The *Model Railroad* issues may have an appeal to a younger man, but all are antiques looking for a new home soon. They are:

- **Brotherhood Locomotive Firemen and Engineers**, April 1917 to September 1960.
- **New York Central Headlight**, October 1965 to February 1968.
- **Railway Mechanical Engineer**, October 1937 to November 1957.
- **Railroad** magazine by Munsey, March 1943 to January 1979.
- **Passenger Train Journal**, February 1993 to September 1996.
- **Railroad & Railfan** magazine, January 1983 to May 2013.
- **BLHS Bulletin**, September 2004 to August 2024.
- **The Railroad Trainman's Journal**, April 1902 to April 1910.
- **C.T.C. Board Illustrated**, January 1996 to June 2006.

And many others. Please inquire, as the collection is large. Make reasonable offers/inquiries to Peter R. Pettingell, tel. 775-537-7870; or mail inquiries to P.O. Box 3227, Pahrump, NV 89041. (0326)

DATE BLHS DATE BLHS DATE BLHS DATE BLHS DATE BLHS DATE BLHS DATE BLHS DATE BLHS DATE



The Receiving Yard by Doug Barron

Plans for new American Freedom Train shelved

An effort to revive the celebrated American Freedom Train for this year's 250-year celebration has failed. On April 15, the American Freedom Train Foundation 250 announced it was suspending its effort to operate a steam-powered exhibit train across the country in 2026 after it could not secure operating agreements with railroads or corporate sponsors.

Ross Rowland, Jr., the man behind the bicentennial version of the AFT, was the driving force behind the initial plan to revive the project. When Rowland died in 2025, steam preservationist Jason Johnson and others quietly picked up the mantle and tried to push the project forward, but it ultimately proved fruitless.

The money raised by the foundation is now being donated to the American Steam Railroad Preservation Association, which is currently restoring Reading Company 4-8-4 #2100, which had been expected to lead part of the revived AFT.

Railfan.com via Champlain Valley NRHS Shortline

Celebrating America's 250th anniversary

Amtrak and Metro-North have joined the growing list of railroads to have painted or wrapped a locomotive for the 250th anniversary of the U.S.A. On May 12, 2026, Amtrak train 2166, powered by Acela-2 train-set 26, crossed the Hell Gate bridge in New York City while en route from Washington, D.C., to Boston.

This set features the "America 250" commemorative wrap, with the

leading power car emblazoned with the word "Revolutionary" and the trailing unit marked "1776 / National Champs". Both cars prominently display the official America 250 logo and the USDOT America250 logo to celebrate the nation's birth.

Metro-North has wrapped P32AC-DM #250 with a blue nose with white, red and blue stripes along its side. On May 16, the "America 250th Anniversary"-wrapped #250 led a CSX Office Car Special. The special operated as part of the First Responders Children Foundation 25th Anniversary, which featured an excursion aboard the CSX executive train for premiere gala guests departing from Grand Central Terminal.

Railpictures.net

Saratoga Springs station progressing

Amtrak says "significant progress" has been made in its \$12.5-million rehab of the Saratoga Springs station. The station, owned by Capital District Transportation Authority, was last remodeled in 2004 in a \$5.9 million project.

The station dates back to 1956, when it was built by the D&H after the tracks through downtown Saratoga were relocated to the western edge of town. Amtrak rents the station from CDTA.

The station project will include a new 600-foot long boarding platform, featuring an integrated snow melt system, and LED light fixtures that provide full coverage lighting at the platform. There will also be new station signage, and a new PA system for the ticket counter inside the station. The project is federally funded through the Federal Railroad Administration, and is expected to be completed in Summer 2027.

WTEN-TV, Albany Times Union

Amtrak seeks bids for new railcars

Amtrak has issued a formal request for suppliers to bid on its new long-distance fleet replacement contract. The program calls for more than 800 rail cars to cover 14 routes.

Following an evaluation, Amtrak plans to announce its selected supplier by 2027. Meanwhile, Amtrak continues to receive ALC42 locomotives for long-distance service, with 79 of 125 units delivered to date.

Amtrak

Luizzi Company gets OK for industrial park's next phase

Located on a former D&H Railway repair yard near the Watervliet city line, the site has been transformed into a growing logistics hub, with warehouse tenants such as Cargill, Best Buy and New York State. The industrial park also serves as the headquarters for Luizzi Cos., a diversified road paving and commercial real estate development firm.

The first phase of rebuilding the former rail yard totaled 250,000 square feet. The next phase will have nine proposed warehouse/office buildings totaling 472,000 square feet. All buildings will be for light industrial and or commercial tenants, but no tenants have been finalized. The second phase is expected to be built over several years.

Albany Business Review

Amtrak's Berkshire Flyer to return for summer

Amtrak's train from New York City to Pittsfield, Mass. will return to service this summer. The service was temporarily shut down in 2025 due to damage to the tracks, but that problem has since been fixed. The *Berkshire Flyer* will operate Fridays and Sundays. Service will begin running on June 12 and continue until September 19.

WTEN-TV

Six hurt when Piedmont hits trailer

Six people were treated for minor injuries after Amtrak train 72 (*Piedmont* service) hit a detached construction trailer at a grade crossing in Cary, N.C., on May 6, 2026. Cary police determined a construction trailer had detached from its truck, blocking the tracks.

46 people were aboard the Raleigh-bound train at the time of the

collision. Four of the six injured passengers were taken to a hospital. The incident led to the cancellation of one later *Piedmont* service round trip because equipment was not available. Cary is about nine miles west of Raleigh.

WNCN TV

Chicago transforming abandoned railway into a 1.8 mile elevated nature trail

The City of Chicago purchased the abandoned elevated railway on South Side in 2018, and a final design for the Englewood Nature Trail is expected in the coming weeks. The history of the corridor dates to 1917, when the Pennsylvania Railroad created an elevated railway to serve industrial businesses near 59th Street. However, trains have not operated on the railway since the early 1960s. In 2018, the city acquired the corridor land, totaling more than 17 acres, from Norfolk Southern Railroad. In Spring 2022, the city allocated \$6 million in phase one design funding. In summer 2022, the USDOT awarded \$20 million in grant funding to support the design and construction. After years of planning, Chicago is finally moving forward with the Englewood Nature Trail. When completed, the trail will cross 26 viaducts and connect “homes, gardens and gathering spaces” throughout Englewood. The Chicago DOT and Dept. of Planning and Development are leading the project. Construction is expected to occur between 2027 and 2029.

“People’s Newsletter”

The D&H in recent media

In the Q2 2026 issue of *Trains & Railroads of the Past* is an article, “Spirit of ’76, Memories of the Bicentennial”. It has photos of locomotives and other equipment that was painted for the 1976 Bicentennial. One of the photos is of D&H RS3m #1976 at Council Bluffs, Iowa on February 22, 1976. The 1976 had been repowered and repainted by Morrison-Knudsen in Boise, Idaho. It was painted red and blue with a white

stripe, with the lettering in white, plus three white stars under the cab window. The 1976 was traveling mid-train, tucked in between two tank cars, with its stack neatly capped as it headed to the D&H. Years later, the 1976 would be renumbered to 506, but kept its bicentennial paint scheme. It would wear that scheme until it was sold to the Western New York & Pennsylvania Railroad. The WNY&P painted it black and renumbered it to 406. Later, the WNY&P sold the engine to the Arcade & Attica, which renumbered it to 114.

With so many railroads painting locomotives for America’s 250th, wouldn’t it be nice to see the A&A repaint it back to its D&H Bicentennial paint scheme?

In the June 2026 issue of *Trains* magazine is an article by Bob Babcock, President and CEO of the Livonia, Avon & Lakeville Railroad, on why the LA&L must replace its Alco fleet. The four short line railroads in the LA&L family include the Bath & Hammondsport, the Ontario Midland, and the Western New York & Pennsylvania. The LA&L fleet of Alcos includes a C420, a C424 and a C425 on the LA&L, and a trio of C424s on B&H rails. The C424s are former D&H locomotives, ex-Reading, of Erie Lackawanna heritage. LA&L is in the middle of acquiring six new Cummins-powered 4-axle MPR-2400Ts. The main reasons for replacing the Alcos are parts and fuel efficiency. The current schedule is for the first Cummins-powered unit to arrive in early 2027. All new units should be in service by early 2028.

In that same issue of *Trains* is “A New Era for Freight in New England”. While the article is mostly about the former Boston & Maine line between Mechanicville, N.Y. and Ayer, Mass., and how it was changed by Guilford/Pan Am / NS / Pan Am Southern, and now Berkshire & Eastern, the article also covers the new route of Norfolk Southern stack trains 264 - 265 over the former D&H between Delanson and Voorheesville

to enter the CSX line for travel to Ayer, Mass.

There is a photo of Norfolk Southern train 264 with NS 8084 - 4820 as it crossed the icy Quaboag River on the stone arch bridge in Warren, Mass., using trackage rights over CSX’s Boston Subdivision, the former Boston & Albany, on January 20, 2026. The eastbound’s symbol is Z264 while on CSX.

There is also a photo of Norfolk Southern’s first New England double-stack train as it eased to a stop at the terminal in Ayer, Mass., on January 13, 2026, behind a pair of NS heritage locomotives, Conrail ES44AC 8098 and Delaware & Hudson SD70-ACe 1080.

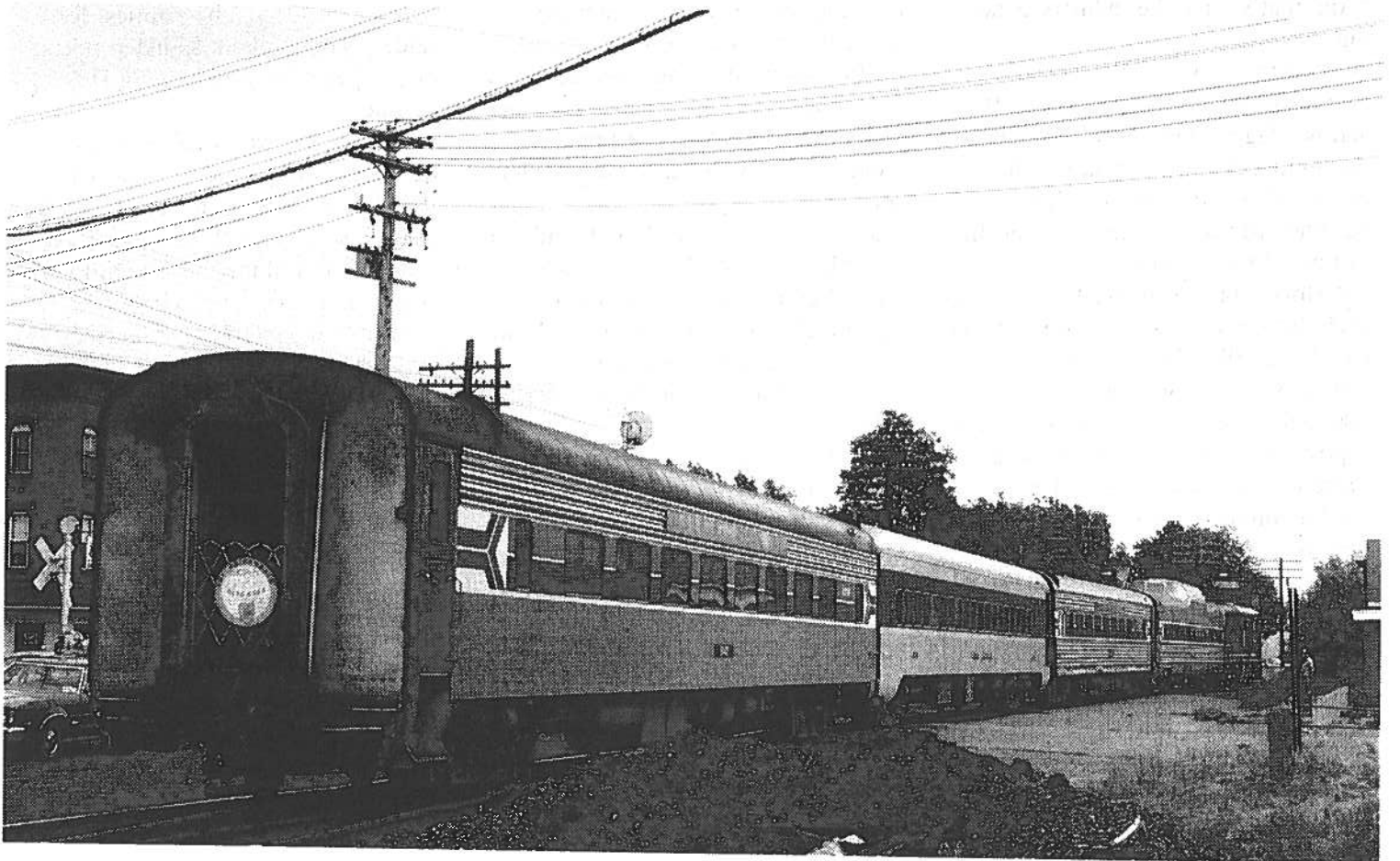
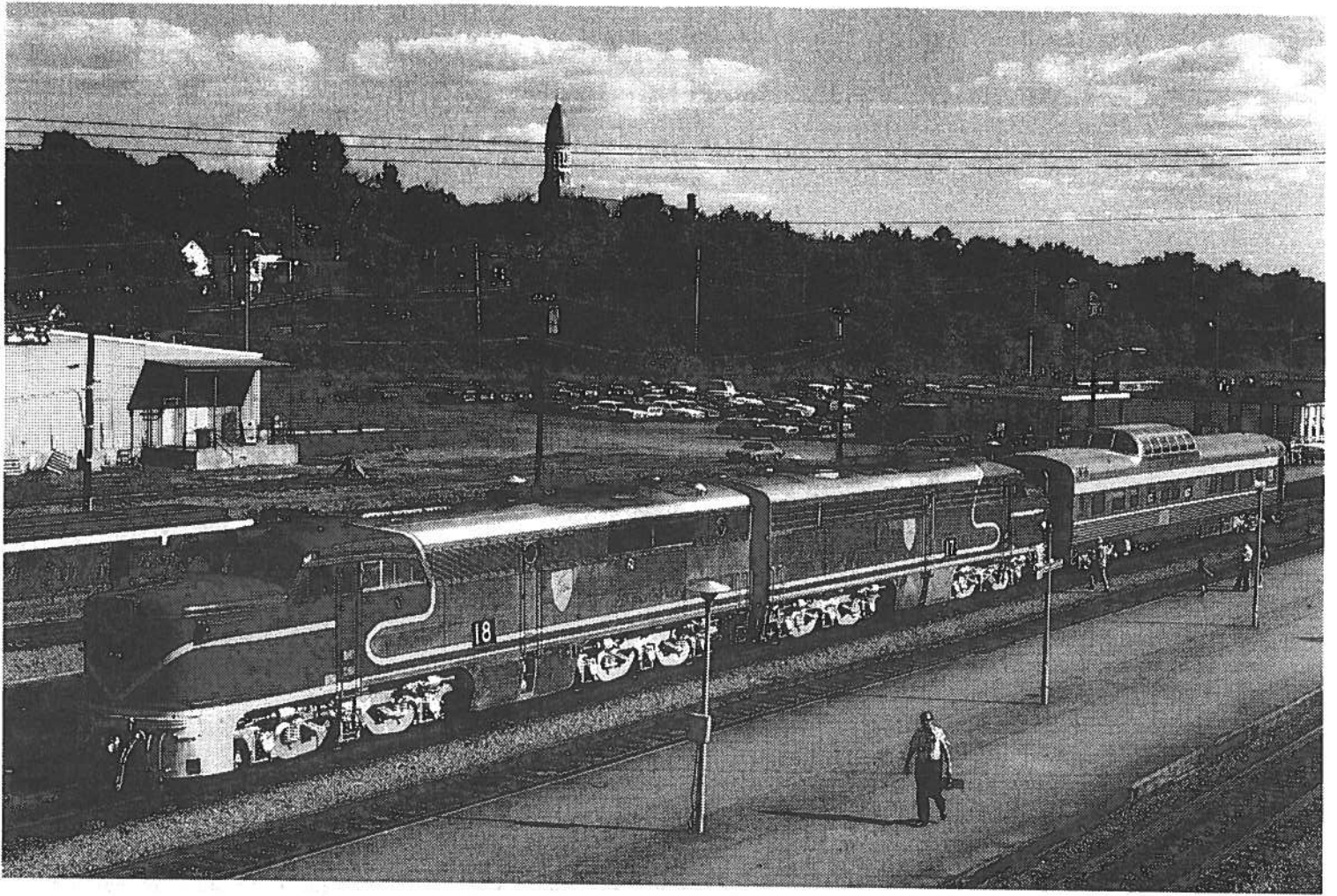
Shortly after that trip, D&H 1080 developed problems and was sent to Altoona, Pa. for repairs. On the web site Railpictures.net is a photo of the 1080 in charge of Norfolk Southern train 33A as it worked Rose Yard in Altoona on April 28, 2026. Another photo shows the 1080 shoving as the rear DPU on NS train 153 as it crossed the Yadkin River into Spencer, N.C. on NS’s Charlotte District on May 2, 2026.

continued on page 20

Page 17:

Top: D&H PA1s #18 and #17 with the head end of *Adirondack*, complete with dome car leased from CP, at the Albany/Rensselaer, N.Y. Amtrak station. The man walking along the platform is **Jim Shaughnessy**; that large camera is a tell. August 1974 photo; **Jim Odell** collection, BLHS Archives.

Bottom: Amtrak coach #6442 with the drumhead of the *Adirondack*, southbound through Mechanicville, N.Y. The dome car has been, after extreme griping from New York State, repainted into Amtrak colors, but one coach still bears D&H Champlain Blue and yellow. It appears to be coach #2-4, the “Lake George”. July 1976 photo by **Jim Odell**; BLHS Archives.



Retired BNSF CEO Matt Rose: Operating ratio obsession limits volume growth

Bill Stephens

Wall Street's focus on ultra-low operating ratios has stifled Class I railroad volume growth and is a threat to the industry's future, retired BNSF Railway CEO Matthew K. Rose said recently: "We have allowed short-term investment thinking to creep into this industry like I have never seen it. It allows this thinking to come in that ... operating ratio is our guiding light. It's not," said Rose, who retired as BNSF's executive chairman in 2019. "Returns should be our guiding light".

Rose said that given the choice between a sub-60% operating ratio and no volume growth or an operating ratio in the low 70% range and consistent 3% annual traffic growth, he'd opt for growth. "And the reason why is that industries and companies that don't grow die," Rose explains. "And that's what the industry is doing."

Rail traffic volume has largely been stagnant in the U.S. since 2014 and has lagged growth in the economy and trucking. Annual rate increases above the rate of inflation – designed to boost revenue and profits in line with the demands of short-term investors – have prompted shippers to find alternatives to rail, Rose contended. Given the rate increases since railroads gained pricing power in 2004, Rose said he's surprised that a captive shipper or a trade association representing rail customers has not filed a common carrier complaint with the Surface Transportation Board. The common carrier obligation requires railroads to carry traffic upon reasonable request.

A railroad with a 75% operating ratio still produces a good return on investment and allows the company to make long-term investments, Rose argued. "You're able to go out and

get into new business lines, make those investments, keep the railroad strong, go out and do your industrial development work, find new customers, all that stuff", Rose said. "You're not going to do that with a sub-60% O.R. All you're going to do is keep cutting costs ... you're going to be shrinking yourself into prosperity. It will not work". Neither, he said, will a transcontinental merger, like what Union Pacific and Norfolk Southern have proposed.

Rose was BNSF's chief operating officer when Union Pacific melted down in 1997 and 1998 following its 1996 acquisition of a fragile Southern Pacific. The service crisis was front-page news, with 500 trains caught in gridlock that radiated outward from Houston. After that, Rose thought the only way a transcontinental merger could happen was if customers thought it was in their best interests. "I don't think that any customer that's been through it, the carload customer – the captive carload customer – would ever say that they were better off" after a merger, he said. Merger integrations are difficult and don't go according to plan, Rose said, and Class I combinations have not lived up to their growth projections. "The track record of the industry is not on your side," he said of the proposed UP-NS merger.

UP and NS argue the merger would create new single-line service options that would allow railroads to compete more effectively with trucking, particularly in long-haul intermodal and carload corridors where freight now moves via multiple railroads or entirely by highway. The railroads say the combination would take 2.1 million trucks off the road within three years and generate traffic growth by eliminating interchanges,

simplifying service, and opening new lanes in and out of the watershed, the area within 250 miles of the Mississippi River. Today rail is not competitive in the watershed due to interchange friction, UP and NS argue.

Rose also questioned whether a UP-NS transcontinental system can meet the STB's requirement that a merger enhance, rather than merely preserve, competition. "I don't think that there's anything in this application that tells me that carload competition is going to be enhanced", Rose said. "I think it's just the opposite". UP and NS contend the merger would enhance competition by creating new single-line routes. The railroads also have pledged to preserve all existing gateway access and maintain open interchange terms. The STB will give the merger a thorough review and will not be swayed by politics, Rose said. "This is about as independent of an agency as you'll see in D.C.", he said.

If mergers won't solve the railroads' growth problem, what will railroads have to do to regain market share lost to trucks?

"The first thing they ought to do is go out and cozy up with every short line in the country and find ways to grow the short line business because they're great feeders", Rose said. Second, the big railroads also need to spend "enormous amounts of capital" on transload facilities that can extend a railroad's reach. Third, railroads have to become easier to do business with. Booking a truckload is fast and simple, unlike the process shippers have to navigate with railroads, Rose notes. Finally, railroads need to invest in intermodal growth.

Rose credited his predecessor, Rob Krebs, for having the vision to
continued on page 19

A Legendary Locomotive “Steams” to New Home

by Bruce Scruton

Officially, it was known as a Wahsatch, for the mountains it was to travel, but everyone called it “Big Boy”, the largest steam locomotive ever built.

Today, between Mechanicville and Oneonta, the only “Big Boy” in the East, #4012, will be on the main line.

Along its route, it will pass the former American Locomotive Co. plant in Schenectady, quite possibly the last time it will be at the place of its origin.

It was an unknown Alco worker who – legend has it – scrawled “Big Boy” in chalk on the firebox door of the first engine to roll off the line. It was not erased until after pictures had been taken. The name stuck.

For railroad history buffs, a “Big Boy” is the ultimate sight.

Unfortunately, of the 25 manufactured in Schenectady, only eight remain intact today, according to Dave Gordon, chief mechanic at Steamtown USA, and owner of Steam Locomotive Services Inc. Steamtown owns #4012.

Parked in the Delaware & Hudson Railway Co. yard in Mechanicville on Wednesday night, Big Boy 4012 loomed out of the darkness, 130 feet long, 16 feet tall, 620 tons of steel, wheels and pipes.

“A lot of the gauges and valves are missing”, Gordon said as he played his flashlight over the inside of the cab. “It probably will take \$200,000 and six months to get her working again. I sure hope we do”. It cost \$265,000 to make.

Big Boys were built for the Union Pacific Railroad between 1941 and 1944 and remained in service, hauling freight between Wyoming and Utah, until 1958.

Within five years, the railroad had given them all away. The 4012 was given to Steamtown USA founder F. Nelson Blount, who was then attempt-

ing to find a home for his museum. The museum finally settled in Bellows Falls, Vermont, but closed this fall because of a lack of business.

This fall and winter, all 100 pieces of rolling stock, including 35 steam locomotives, will be moved to Steamtown’s new home near Scranton, Pa.

Gordon said heavier and more powerful locomotives were constructed, “but overall, this one is acknowledged to be the biggest ever built”.

The engine is so long that it was jointed in the middle to allow the front eight drive wheels to follow curves in the track separately from the rear eight drive wheels. Each of the drive wheels is 63 inches tall and each wheel- and axle-combination weighs 28 tons.

Another indication of size is the firebox, more like a room, measuring 8 feet by 19 feet by about 5 feet high. “It would be physically impossible to shovel coal that far”, Gordon said as he explained how the automatic coal feed system from the 28-ton capacity tender worked.

From the engineer’s seat, the only view forward was through a small window, about 12 by 18 inches.

“You couldn’t see diddly doo”, Gordon said. “But, of course, when you have a million pounds of steel going down the line, you don’t stop quickly”.

Gordon, who is researching a book on steam locomotives, said just 1,596 steam engines remained in the United States, and that none was in use on any railroad, except those hauling tourists at museums.

The last “working” steam locomotives were in Wisconsin, used until about three years ago hauling obsolete steam engines around a scrap yard. Much of the steel from those locomotives ended up in a nail factory.

Engine 4012 and 24 others like it, are special to Louis Macussi of Sche-

nectady, who worked at Alco and painted all of them as they passed through the factory.

“I saw them all. They were the last of the steam locomotives at Alco”, he said.

“I woke up the other night and heard a diesel (locomotive) go by, blowing its air horn”, he remembered. “It’s not the same. To me, there was nothing like the old whistle of a steam engine”.

From the Nov. 15, 1984 edition of the Albany Knickerbocker News

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

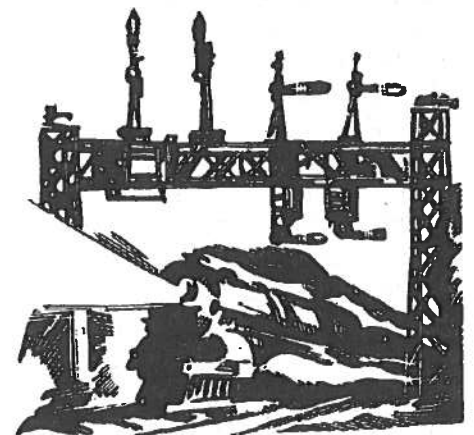
Operating Ratio Obsession from p. 18

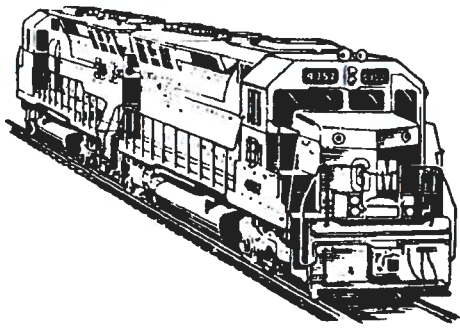
make massive investments in intermodal terminals in Chicago, Memphis, Texas, California, and Seattle. Shortsighted Wall Street analysts were highly critical of the capital spending spree, Rose said. “And yet, those investments are what is allowing BNSF to thrive today”, he said.

BNSF carries more intermodal traffic than any other railroad.

Copyright Firecrown Media, 2026. Reprinted with permission from Firecrown’s Trains magazine News Wire.

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





In Helper Service

(our additional volunteers)

On the railroad, helpers are used to assist a train over a stiff grade, such as D&H's Richmondville Hill, or 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 help at times; so do we. And, just like the railroad crews, we appreciate the help.

If you have any questions about items in this issue, please contact the Publications Office or 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; **Chet Appiarius**; Robert J. Barber; **Doug Barron**; **John Bartley**; **Mike Bischak**; **Sam Botts**; Robert Collins; Floyd Conklin; **Eugene Corsale**; Alexander Benjamin Craghead; Gardiner Cross; **Bill Doyle**; **Kip Crant**; George Hockaday; **Doug Holbrook**; **Len Kilian**; Dave Kraus; John Krause; Mike LeCasse; **Bill McChesney**; **Jim Odell**; Rodney H. Peterson; **S. Robert Powell, Ph.D.**; Henry Propst; Doug Riddell; Bruce Scruton; Bill Stephens; and **Stan Trzoniec**.

We also wish to thank the Carbon-dale Historical Society; **Midwest Rail Scene Report**; **Progressive Railroad-ing** magazine, **Railway Age** magazine, Whitewater Productions; and Fire-crown Media. Other relevant credits

are noted with individual articles.

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

Receiving Yard from page 16

On May 8, 2026, the Delaware Lackawanna Railroad ran an OCS train over the former D&H Carbon-dale line, using restored and repainted D&H RS3 #4068 and CNJ RS3 #1554 with three passenger cars. The 4068 was repainted into its lightning-stripe paint scheme last year.

TRP, Trains, Railpictures.net

D&H BLHS 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 12

road, the "Pioneer" train continued its service as usual (only one train a day on its old trackage, and this only as far as the Number 12 crossover) until October 12.

In T.C. Connolly's *History of the Pennsylvania Coal Company Railroad 1852-1885*, we read: "Eber Branning made the last and special trip of the *Pioneer* train to Number 19 (Lake Ariel) in the latter part of 1885. At this point the ropes had been removed from the engine on that plane, but the excursionists must have been friends of Smith's, because he ordered that the ropes be put back on and that Branning make the run. The train of only three carloads was taken over the railroad to Number 19 for the last time.

"Michael Loughney had charge of the last train run on the loaded track of the PCC Gravity Railroad. This run was made on Saturday, December 18, 1885, with Eddie Higgins and John Farley the two assistants. The train was made up of coal cars from Number 6 and Gypsy Grove. The three men delivered the cars to Hawley that evening and remained there until Saturday evening, when they rode home in the caboose of a coal train belonging to the Erie and Wyoming Valley Railroad".

What is shown on the May 1882 "Map of the Pennsylvania Coal Cos Lands and Gravity Railroad from Pittston to Hawley with Location of 'Proposed' (emphasis added) Locomotive Railroad under the Supervision of J.B. Smith, Dunmore Office, Penna. May 1882"?

Answer: The route of the loaded and light tracks on the PCC Gravity Railroad between Port Griffith and Hawley. Yes, they are shown. A "profile of the land" [mountains? valleys? the entire map? a portion of the map?] between Pittston and Hawley, through which the PCC steam locomotive line would pass, allegedly, is also shown. What is not shown on that map? The tracks of the "locomotive railroad of the PCC Pittston - Hawley - Pittston". So why, one might reasonably ask, was this map produced?

The PCC, by means of this map, was making it very clear, first of all, that the presently empty land on this map was also owned by the PCC.

The map, in addition, might well have been produced in order to make it known to other railroads, e.g., the Erie and Wyoming Valley Railroad and the Erie Railroad, that the land on which ran the PCC Gravity Railroad (shown on the map) and the PCC steam locomotive line (not shown on the map), from Dunmore to Hawley, was available / for sale. If that is the case, this May 1882 map is then, for all intents and purposes, a "land for sale" announcement from the Pennsylvania Coal Company for land between Pittston and Hawley.

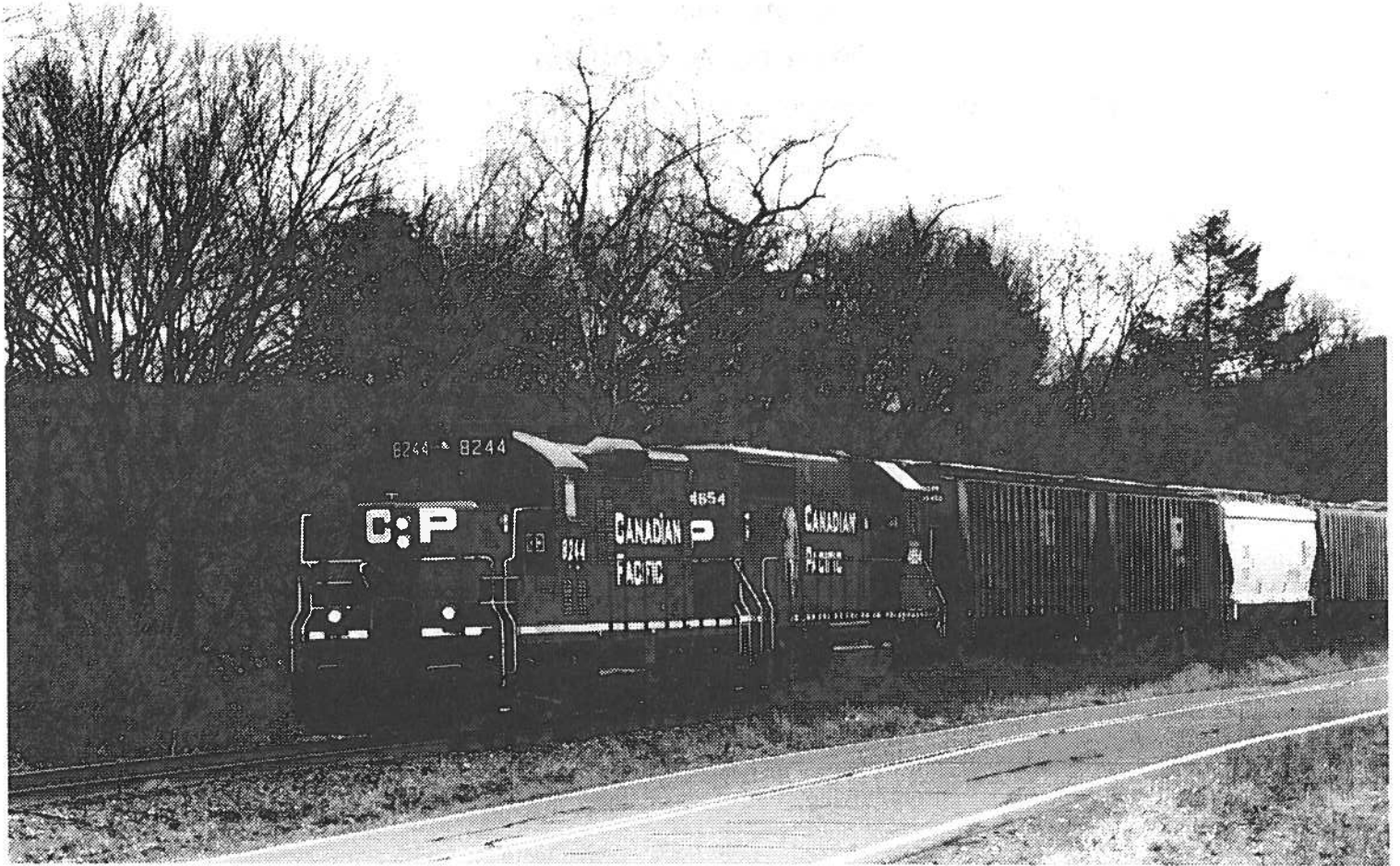
This May 1882 map of the Pennsylvania Coal Company's Lands and Gravity Railroad from Pittston to Hawley, and the Proposed Location (not shown on the map) of the Locomotive Line of the PCC is, when all is said and done, an interesting historical document, primarily because of what is not shown on the map, and not because of what is shown.

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

Page 21:

Top: CP/D&H train 512 between Mocanaqua and Wapwallopen, Pa. on the Sunbury Sub. March 20, 2009 photo by Floyd Conklin.

Bottom: Albany Port Railroad's new locomotive #2502, an MP15CC [a green / politically correct engine], sitting outside the APR enginehouse in a mostly blue paint on April 27, 2026. Photo by **Doug Barron**.



In my own words
Silence Is Golden

No one is safe from admonishment if you don't follow the rules of the Amtrak Quiet Car
by Doug Riddell

A friend of mine asked for advice in picking an Amtrak train on which to travel from the Tidewater Virginia port city of Newport News to Boston. He was also interested in the accommodations available.

Noting that he was traveling with a small child and his wife (who'd just endured back surgery, and who thus needed to get up and move about frequently to relieve her pain), I suggested morning departure train 94. It's substantially quicker than the evening train, no. 66, the former *Twilight Shoreliner*, itself an extended remnant of the old overnight *Night Owl*, which is scheduled for a morning arrival in Beantown. As such, the train has an overabundance of dwell time that makes the end-to-end travel time nearly three hours longer than the other Northeast Regional train.

"There's no sleeper?"

"No longer", I typed. "Hasn't had one for many years".

"How about first class?" he inquired.

I explained that for an additional charge, he could enjoy complimentary tea and coffee, as well as a newspaper, which he could enjoy in a more spacious seat in Business Class, with more legroom and usually leg rests. There are also ample electrical plugs in the wall of each row to facilitate the use of laptops and the charging of cellphones. "The Business Class coach is normally directly behind the locomotive, which reduces the frequency of passengers walking past you to get to the lounge car, two cars further back. Very peaceful".

"More peaceful than the Quiet Car?" he asked, eliciting a muffled laugh on my end.

"You're better off not attempting to sit in the Quiet Car because of the small child. Youngsters simply don't

understand that they must be silent and refrain from running up and down the aisles, creating a distraction". I went on to say that if another passenger has to ask you to lower your voice, you are talking too loud, and the conductor will urge you to find seating elsewhere. I then broke out laughing.

"Okay, I know there's a Doug Riddell story here. Spill the beans".

"Actually, it's a Joe Boardman story", I admitted and told him the tale.

The Amtrak president, along with the head of the American Public Transportation Association and the administrator of the Federal Railroad Administration, were to appear at a joint news conference at Philadelphia's 30th Street Station. We were taking the 9 a.m. *Acela Express* to get there. Part of the corporate communications staff was already in Philly, setting up the visuals and allowing floor space for the expected army of reporters, newspaper photographers, and television cameras that would be covering the event. As Amtrak's company photographer, I was accompanying Boardman and his guests.

At the last moment, I received a frantic call from the event coordinator at 30th Street, who realized that a large banner had been left behind that was supposed to be prominently displayed behind the podium. Noting that we had less than 5 minutes before departure, I called upstairs to our fourth-floor offices and got our corporate communications director to grab it, take the elevator to the first floor, exchange the banner in the main hall, and hopefully allow me enough time to rush to the train and jump aboard. Boardman's executive assistant stayed on the platform of Track 20 at Washington Union Sta-

tion and saw to it that the three members of the party got aboard.

I should have been awarded an Olympic medal in the relay event for my dash into the station, the quick handoff of the banner, and my race back to the train, just as the conductor looked down the platform, raised his arm, and gave our engineer the highball.

"Where's Joe?" I asked Patricia, his executive assistant.

"They're in *that* car", she grinned.

"*That* car? No, that's the Quiet Car", I noted. "They've got to prepare for the news conference".

"All aboard", the conductor shouted. "You going, or ain't you?"

"Going!" I jumped into the vestibule as the warning bell rang out and the door began to close. Peering into the car, I saw Boardman and the other two gentlemen, and found a seat across from them.

"Thought we were going to leave you, Doug", Boardman laughed. "They don't hold these trains for *anyone*".

As I melted into the comfortable seat, the three began discussing what they were going to say. The *Acela* glided away from Union Station, gracefully negotiated the double slip switches at H Interlocking, and began its signature rapid acceleration as we leaned into the curve at New York Avenue, passing the Maryland Transit Administration, MARC and Virginia Railway Express commuter equipment at the Ivy City Coach Yard. In no time, we were flying down the straightaway, turning the rest of D.C. and its notorious morning traffic jams into one long seamless blur.

No sooner had I drawn a much-needed deep breath than a tall man in

continued on page 28



Media in Review

by Steve Wagner

More 2006 calendars

In the two rail-related wall calendars published by Firecrown Media, the on-line photos and captions were too small for me to read easily, and I was also unable to find them in any hobby shop or bookstore I've been able to visit in recent months. I was very glad to be able to buy them on special sale from the publisher's trains.com web site for \$2.25 each, discounted from the original \$14.99 list price of each; the shipping was a bit expensive. One is now on display in our family room. I sometimes switch the calendars tacked to walls at the start of a month.

Each of the two calendars has horizontal format pages about 13 inches wide and 10.5 inches tall, so when displayed with the monthly color photo above the calendar grid it is about 21 inches tall.

The **Model Railroader** 2026 calendar has the monthly photos, all taken from the covers or pages of earlier issues of **MR**. Summary descriptions of the photos:

- January: A scene of part of Duane Ericson's On30 layout, based on the Southern Pacific's steam-power Keeler Branch in California in the 1950s.
- February: A scene on Doug Dederick's N scale layout, based on the Great Northern in Montana.
- March: A scene on the HO layout

built by Jason Shron, head of Rapido Trains, showing Via Rail's *Rapido* express passenger train at his scratchbuilt model of the Kingston, Ontario station.

- April: A scene on Ed Rappe's O scale layout, showing a PRR Class J1 2-10-4 steam loco leading a manifest freight train on Horse-shoe Curve.
- May: An incredibly beautiful scene shows two big Union Pacific 6-axle diesel-electric locos leading a freight train onto a concrete bridge over a small creek in lush Midwestern rural scenery, as portrayed on three HO scale Free-Mo modules totaling 8 real feet long, built by Pelle Söeborg.
- June: A long Southern Pacific train led by two Alco PA's and a PB unit, all in the *Daylight* livery, winds through the Tehachapi Loop on the La Mesa club's huge HO layout in Blaboa Park in San Diego, California.
- July: A New Haven RS1 in McGinnis orange and black with white lettering leads a freight train on the Free-Mo HO module layout.
- August: A scene on the O scale narrow gauge logging railroad built by Sam Foster to represent a steam-powered line in the 1930s.
- September: A scene on Ron Papiercavich's N scale layout shows three Lehigh Valley Alco C420s hauling a coal drag on a bridge across the Lehigh River, with the simulated water created using Mod Podge gloss medium.
- October: A Santa Fe 4-8-4 Northern hauls a reefer train through desert scenery on an HO layout based on parts of New Mexico, built by Tom Thompson. The scenery is gorgeous.
- November: An HO version of an even larger Norfolk & Western 2-6-6-4 leads a freight through a small town in West Virginia, with light snow on the ground.
- December (and also on the front cover): A very impressive Amer-

ican big city scheme, with many tall skyscrapers dwarfing a large passenger terminal, on the latest version of famous Britisher Sir Rod Stewart's HO layout.

A special two-page bonus section is entitled and subtitled "10 Household Items You Can Use In Model Railroading: These items may not have been designed for the hobby, but they sure do come in handy!"

Trains magazine "Trains Across America" 2026 calendar likewise has monthly color photos taken from past issues of that magazine.

- January: BNSF Railway. Three big 6-axle diesel-electrics lead empty coal gons on a bridge over ice- and snow-covered Trout Creek in Montana with snow-covered mountains, with evergreens in the background.
- February: Amtrak. A passenger train with bi-level cars is led by a diesel-electric past a very storm-tossed Salish Sea on the coast of Washington State.
- March: BNSF and Union Pacific. A very long BNSF TOFC and reefer train snakes through hills on the UP just north the Tehachapi Loop in 2012. Very impressive.
- April: Indiana Northeastern. A very interesting portrait of two ex-Reading EMD units, as repainted by the smaller railroad, pulling a freight train, framed by part of the canopy and two gasoline pumps of an abandoned service station in Michigan. The train is across the state line in Indiana.
- May: Port Terminal Railroad Association. A pair of red, white and blue GP38-2s celebrates not U.S. history, but the centennial of this line that serves many freight customers along the Houston Ship Canal.
- June: CT Rail. A streamlined diesel-electric cab unit brings up the rear of a ConnDOT CTrail Hartford Line passenger train on a stone arch viaduct over the Farmington River at Windsor.

- July (and also on the front cover): CSX. This delightful scene big wide-nosed diesel-electrics running in the middle of a street, while young kids wave to it, turns out not to be in Hudson, NY, but in LaGrange, Kentucky. At least one railroad in Indiana also used to have similar trackage; I think it was the Monon in Lafayette.
- August: Norfolk Southern. A dramatic nighttime scene in Cleveland, with an NS train beneath a maze of bridges over the Cuyahoga River as it rolls on ex-NKP trackage through the Flats toward Lake Erie.
- September: N.J. Transit. A truly spectacular sunset scene, featuring a streamlined single-level train powered by an ALP45DP loco under catenary as it pushes its train toward South Amboy, New Jersey.
- October: Durango & Silverton Narrow Gauge. A beautiful scene with a 3-foot gauge steamer, evergreen trees and golden grass.
- November: Canadian National and Canadian Pacific. This scene was photographed from above in the Directional Running Zone in which CN and CP (now CPKC) work together, along the Thompson River, which, except for the river itself, is extremely arid.
- December: Canadian National. This dramatic photo shows the plow, nose and cab front of a CN SD75I crashing through a 3-foot tall snow drift in Illinois at 50 mph. I hope the photographer wasn't standing too close to his subject.

A special two-page bonus section covers the GM *Aerotrains*, highly unusual lightweight articulated units that ran on the New York Central, Pennsylvania, Santa Fe, and Union Pacific, but not very successfully. I think I remember that Varney produced HO models based on it.

Books

Modeling the Paper Industry

In May I went to a rail-oriented hobby shop to buy this book by Jeff Wilson, published by Firecrown Media in the "Model Railroader Guide to Industries" series, at list \$21.99. I am very pleased with the book, which has 112 pages, each about 10 in. tall by 8 in. wide, not counting its slightly large covers, which have photos and info printed on their outside. The book includes a very good bibliography, but lacks an index.

I like it very much indeed, as has been true about other books in the same series by the same author, published by Kalmbach earlier. The book has nothing about "log drives" on waterways. At least a few of those in North America lasted longer than Mr. Wilson may have realized. During my first visit to New Hampshire and Maine in July 1963, after observing a total eclipse of the sun, a friend and I drove south along the bank of the Androscoggin River from Errol, NH to Berlin. As we got close to the paper mill there, which had been renamed the Brown Paper Co., the nearest part of the river to us was covered with logs.

The book has numerous photos of real cars that have carried freight to and from paper mills, and some discussion of models of them. On page 78 is a B&W photo of D&H #8002, with a caption noting that it had been bought from the C&O. The D&H modified the cars in that series by extending their bulkhead ends upwards; originally they were no higher than the horizontal line on the inside of the bulkhead at the car's "A" end shown in the photo. The Atlas O scale model of the car includes those extensions; Atlas's HO and N scale models do not. I've sold or given away nearly all the Atlas O models I bought, but not a D&H pulpwood car.

I hope Atlas may at some point make at least HO parts for adding the extensions. They might sell not just to D&H fans, but to those who like

the Maine Central or to at least one Southeastern railroad, which bought modified cars from the D&H. If Atlas doesn't choose to do that, I hope I can get the firm to grant permission for someone to copy those on the O scale model. I can't do 3D printing myself, but know at least two persons who can.

By the way, Atlas's HO, and I think N scale, models have worn two color schemes the D&H used on these cars that had been assembled using parts from General Steel Castings: the earlier black with white lettering, and the later bright red lettering. In HO at least, Atlas also produced the latter scheme as patched by the Maine Central.

Atlas has made two versions of its plastic casting load that comes with these models, at least in HO. The simulated logs on the earlier one were far too smooth; the ones on the later one were more realistic, since logs were shipped to paper mills with the bark still on them. I also have a nice older mostly plastic Walthers HO model of a longer CP Rail pulpwood car, with side stakes for carrying longer logs lengthwise rather than crosswise, with a very good load; unfortunately, the latest version of the model no longer comes with the load.

AHM made an interesting BAR pulpwood car for side-dumping at paper mills, likely into ponds, that were quite different from the type shown in a photo on the book.

Getting away from true pulpwood cars, Athearn's "40-foot" bulkhead

continued on page 35

Page 25:

Top: CP/D&H train 513 rolls along the Sunbury Subdivision through Nescopeck, Pa. Photo by Floyd Conklin.

Bottom: Roberval & Saguenay RS3s 29 and 28 (former D&H 4129(?) and 4117(?), at the D&H's Colonie Shops on June 22, 1979. Photo by John D. Bartley, collection of Chet Appiaris; BLHS Archives.



Bicycling on the D&H Rail Trail

by Dave Kraus

These days, more cities are developing urban trail networks for multi-purpose use, which benefit cyclists, runners and walkers. But it's still unusual to find well-developed rural trails that can let you get away from the bustle of the city.

Vermont is one of the states that has some beautiful rural trails, and in the southern half of the state, the D&H Rail Trail is the place to go for country scenery and small-town ambience. The Rail Trail runs along the Vermont/New York border, just 30 miles east of Glens Falls.

The 19.8 mile trail follows a branch route of the Delaware & Hudson Railway that first started serving the area in the 1850s, with local passenger service and hauling the area's unique red roofing slate to market from the quarries in the area. The branch shut down in 1980, and in the state began developing the trail three years later.

The D&H is split into two distinct segments in Vermont: the 9.5-mile northern half from Castleton to Poultney, and the 9.7-mile southern half from West Pawlet to Rupert, with sections that meander across the border into New York around Granville. The entire distance, including the gap between the two segments, is 34 miles.

North Trail: Castleton to Poultney

The trail's northern end in Castleton is across the street from the railroad station, and offers parking for several cars. If you have a large group, you may have to prospect a bit for parking around town.

Start your ride and almost immediately you will pass through the Vermont State University Castleton campus, then continue south through fields and forest until mile 4.5, where the trail crosses Vermont Route 30. Be alert, as this road can be busy

and ride on. Keep riding south on the trail that is largely double-track along the old rail bed. The surface isn't as smooth as a manicured trail, but the entire trail is suitable for wide tire mountain, gravel, and hybrid bikes. At mile 7.7, you'll reach Main Street in the town of Poultney. It's worth exploring one of several eateries. Turn right off the trail for available snacks and restrooms at Stewarts Shops.

The north segment of the trail officially ends at mile 9.5 at the New York border, where you can get a glimpse of some of the old slate quarries to your left. Turn around and head back to Poultney, and then you have a choice: continue north back to Castleton for 19 total miles, or continue south in the "In-Between".

The In-Between: Poultney to West Pawlet

To continue south from Poultney after returning from the quarry area, turn left on Bentey Street, then curve left onto Granville Street, and continue up the hill and into New York. Turn left at mile 12.6 onto N.Y. Route 22A. It can be busy, but there's a wide shoulder that will take you south to mile 15.2, where you cross the road onto the quieter Butler Road, which will take you to the "T" at mile 17.6. There you will jog right on Depot Street. When you see the Middle Granville, N.Y., depot on the right (now a private home), turn south, as the rail trail resumes.

You're now back on the trail, though it's not part of the official southern segment until you reach West Pawlet at mile 23.7. This unimproved middle portion of the trail meanders through Granville, N.Y., then hugs the New York border as it heads south. The double-track and dirt trail is easy to follow

South Trail: West Pawlet to West Rupert

The official south segment of the trail starts here, just barely back in Vermont, in West Pawlet at Egg Street, where there's more trail parking. You can start and end your ride here if you just want to ride the southern portion. From here south to West Rupert, the trail has been improved with gravel overlay, though it's still double-track in spots.

Head south over one of the many historic bridges on the trail and out of town along the Indian River. Enjoy the beautiful rural scenery, trail-side art, grazing livestock, and seas of golden dandelions if your spring timing is right. At mile 31, you will pass a pond; look ahead for a spectacular view of the trail heading toward the far-off hills.

As you pass the village of Rupert, you will see another old depot turned into a private home, and beautiful views of the Green Mountains. At mile 33, turn left on the unpaved Hebron Cross Road, then take another left onto the road, and north to West Rupert, where you will find Sherman's Store. It's a truly old-fashioned country store with groceries, drinks, snacks and restrooms. Grab a spot on the bench out front while you watch rural Vermont go by.

Done at Sherman's? Turn around and head back to Castleton for a long 68-mile day. You can enjoy this beautiful trail in one bite, or divide it up for several rides.

Here are some one-way mileages; just double it for the round trip:

- Castleton to Slate Quarry (Poultney): 9.5 miles
- Castleton to West Pawlet: 23.7 miles

continued on page 32

D&H to Observe 150th Birthday

by Robert J. Barber

The Delaware and Hudson Railway Co., the oldest permanently operating transportation system in the United States will mark its 150th birthday Monday.

Railroad officials readily concede that it is not the oldest railroad, yielding that honor to the Baltimore and Ohio, founded in 1828. But records show that D&H charted its canal operation April 23, 1823, making it the oldest transportation company operating in the United States today.

It was at a time when George IV was king of England; James Monroe was in his second term as fifth president of the United States; the Monroe Doctrine was declared Dec. 12, 1823; there were 24 states; and approximately 10 million people.

This sesquicentennial celebration, according to Carl B. Sterzing, Jr., the company's youthful president at 39, will be highlighted by a special steam-powered passenger excursion and a three-week tour by a special exhibit train of the railroad's 720-mile system. A capacity crowd of over 950 passengers will board the steam special April 28 for an overnight trip to Montreal and will return the following day. It will be the first steam-powered passenger train to operate over the scenic 240-mile long route since July 21, 1953. Tickets have been sold out for nearly three months.

Operating in the northeast and surrounded by the financial wrecks of neighboring railroads, the Delaware and Hudson wound up 1972 with a slight profit, and Sterzing is optimistic about its future.

A small operation by general railroad standards, its size may well be the key to its success. The D&H operates 117 locomotives and 5,571 freight cars. Its major customers are paper producers.

Six railroads in the area, Penn Central, Central of New Jersey,

Lehigh Valley, Reading, Erie-Lackawanna and Boston and Maine, are all bankrupt and their future in doubt.

"The smaller eastern railroads", says Sterzing, "are more viable than Penn Central and can survive and be restored to some extent of financial health if the present Penn Central is broken up".

In advance of the sesquicentennial steam train's run, a six-car display train will begin a tour that will take it to 14 major communities served by D&H and its Canadian affiliate, the Napierville Junction Railway, ranging from New York, Quebec and Vermont to Pennsylvania.

The exhibits of equipment, rare photographs, models and other railroad artifacts will be open to the public. A prominent exhibit will be the full size replica of the "Stourbridge Lion", the first locomotive operated by the D&H and the first self-propelled rail vehicle to operate anywhere in the western hemisphere.

Imported from England, the original "Stourbridge Lion" made its first run for the D&H Canal Company's feeder railroad line at Honesdale, Pa., August 8, 1829. The display train will be pulled by two of the last four operating examples of the unique 2000-HP "PA-type" passenger locomotives built in Schenectady by Alco - all of which are owned by D&H and regarded as classics of the modern locomotive world.

Although relatively short in terms of miles, the D&H is rich in history, playing a role far out of proportion to its physical size.

Shortly after the Civil War, D&H went into the railroad business with enthusiasm. The move led to the eventual purchase of such established lines as Albany & Susquehanna, between Albany and Binghamton; the Saratoga & Schenectady; and the Rensselaer & Saratoga.

On completion of its canal in 1823 - 108 miles between Honesdale, Pa. and Rondout, N.Y. - the company built an inclined plane or "gravity" railroad in 1829 to transport anthracite coal over the Moosic Mountains from Carbondale, Pa. to Honesdale, where the fuel for east coast homes and industry was transferred to canal boats. The canal and "gravity" line lasted until the end of the canal era.

The movie "Saratoga Trunk" was made about the Albany & Susquehanna's battle with Jay Gould's Erie forces in the 1870s. Gaps between other existing railroads owned or controlled were completed, including a difficult stretch of construction between Whitehall and Plattsburgh through the rock cliffs of Lake Champlain.

The completed D&H routes linked its southern connections with upstate New York, Canada and New England.

By the turn of the century, the old D&H Canal had become obsolete, and it was abandoned in 1899. But the railroad line continued to grow and profits rolled in for almost 30 years - until the depression arrived.

A major hard coal carrier in the Wyoming anthracite region of north-eastern Pennsylvania, D&H had also begun to diversify into the rapid movement of "overhead" merchandise freight - traffic received from one connecting railroad and delivered to another - requiring fast, dependable service.

In addition to operating its own coal mining subsidiary, Hudson Coal Co., D&H became active in the resort development of the Adirondacks. It operated steamboat lines on both Lake George and Lake Champlain, and served the vacation trade to Lake Placid and Saranac Lake. It also operated many miles of electric lines and trolleys.

In 1901, D&H figured in a footnote in the history of the American presidency. Teddy Roosevelt, the young and energetic vice president, was mountain climbing in the Adirondack Mountains when word arrived that President William McKinley was dying of an assassin's bullet.

D&H dispatched a special train to North Creek, and Roosevelt began a frantic 40-mile buckboard ride from Tahawus to the railhead, where the train was waiting. During the night, while Roosevelt was making this ride, McKinley died.

Roosevelt's buckboard reached North Creek early in the morning of Sept. 14, 1901. D&H Superintendent C.D. Hammond handed him a sealed telegram as he jumped on the rear car of the special train.

In the coach, while riding down the D&H Adirondack branch along the narrow headwaters of the Hudson River, Roosevelt ripped open the telegram. It was then he discovered he was the 26th President of the United States.

Good highways and nearly universal ownership of private automobiles made D&H fleet of luxury passenger trains, as with other railroads, a superfluous expense that has been substantially trimmed in recent years. The steamboats and trolley cars owned by D&H subsidiary companies also went the way of the mule-drawn canal boats that had characterized D&H in the previous century.

Now, 150 years later, D&H is perhaps unique among major northeastern railroads as a still solvent and busy freight hauler.

In 1972, the company had gross revenues of nearly \$42 million for handling more than 280,000 loaded cars. Most were "overhead" loads, originating on other roads and destined for delivery on yet another carrier.

Paper products are the most important single commodity handled, but metallic ores, grain and feed, coal, automobiles, chemicals and cement also contribute to the tonnage

that keeps the 1,840 employees going around the clock.

With an annual payroll of over \$21 million and a tax outlay in 1972 of almost \$6 million, D&H is a vital part of the economy of the states it sees and the communities along its lines.

As the only major northeastern trunk line not in bankruptcy, D&H has not defaulted in its tax obligations and, in fact, the company pays more taxes each year than other major railroads.

This article originally appeared in a supplement to the Albany Times Union on April 22, 1973. Languish Collection, BLHS Archives.

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

Silence is Golden from page 22

a green business suit, his face flushed with anger, his teeth gritting, and his eyes bulging, stomped down the aisle, planted his hands on his hips and both of his polished loafers on the blue carpet next to the facing seats occupied by the threesome. "I guess you people don't ride this train very often. I *do*. This is the Quiet Car, and you're disturbing me and everyone else around you", although no one looked up until the angry patron began his rant. "If you can't keep it down, I'll call the conductor and have you thrown out of here or put off the train. And I can have it done, believe me, I *can*; I know the president of Amtrak, Joseph Boardman. I'll call him if necessary, so you'd better pipe down and put a lid on it if you know what's good for you".

The man then turned around and stormed back to his seat.

The four of us sat in total silence for what seemed an eternity, but was actually only a few seconds, until I could no longer hold back my laughter, and burst out laughing so hard that tears began cascading down my cheeks.

"Joe, have you got your cellphone

silenced?" I asked.

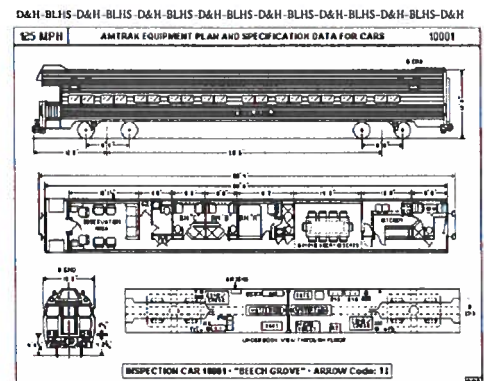
"I'll check. Why? Say, who is that guy? I don't know him", Boardman emphasized, his raised eyebrows and big white teeth framing a clearly puzzled expression.

"I don't know either, but he says he knows the president of Amtrak, and if he calls his friend, and your phone starts ringing, we'll all be thrown out of the Quiet Car on orders from Joseph Boardman", I snickered before I could compose myself and offer to go forward and see if I could find us seats in another coach.

"Please do", the president of Amtrak agreed. "I'd hate to be thrown off my own train".

Retired Amtrak locomotive engineer and company photographer Doug Riddell, is a book author and former Trains columnist. He and his wife, Sandy, live in Ashland, Va.

Copyright Firecrown Media, 2025. Reprinted with permission from an item in Firecrown's Classic Trains section, after its appearance on a May 2025 Trains magazine web site.

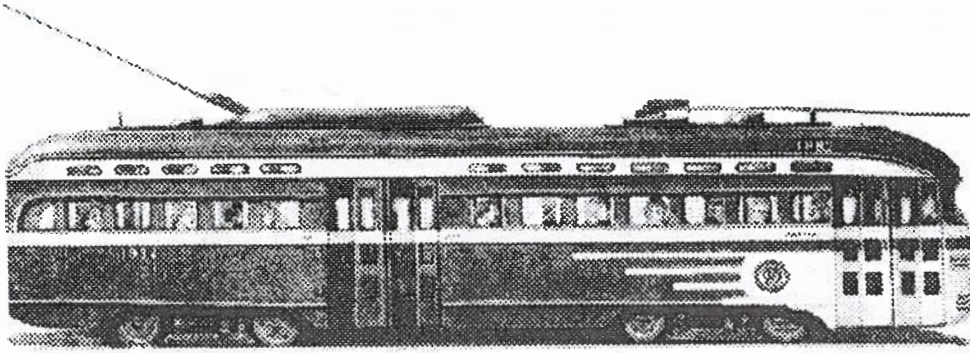


Page 29:

Top: From the 1929 D&H Stations Book, page 233: The D&H's Hudson Falls, N.Y. freight depot. D&H photo, June 11, 2006. From Eugene Corsale; BLHS Archives.

Bottom: A gaggle of D&H engines from all three major manufacturers outside the Oneonta engine house. Photo by Mike Bischak.





Traction Action

by Dick Silber

Train projects keep running into trouble

The most successful American train company of the last century may have been in “Atlas Shrugged”. A recent audit of Brightline Trains Florida shows that the company is in serious financial trouble.

[Auditor] Ernst & Young said it has “substantial doubt about the company’s ability to continue as a growing concern”. In other words, it doesn’t have enough money to pay its bills. The company has \$5.5 billion in debt. But Brightline “has stated that it does not currently have the liquid funds necessary to service its debt and meet such other obligations as they become due”, the audit found. The company is reportedly looking at options to avoid bankruptcy.

While the operations of a Florida train company won’t affect many Las Vegas residents, that name should sound familiar. Brightline West is working to connect Las Vegas to Los Angeles via high-speed rail. Both Brightline companies are backed by the Fortress Investment Group.

Brightline West says it wants to move forward with construction. That might be a formidable challenge. The cost of the project has jumped from \$9 billion to more than \$20 billion. Taxpayers, via the FRA, have already kicked in \$3 billion. The company is hoping to receive a \$6 billion loan from the federal government. It has also sold \$2.5 billion in private activity bonds.

The history of rail projects in Las Vegas doesn’t offer much hope. The

Las Vegas Monorail went bankrupt in 2010, and again in 2020. Bondholders lost hundreds of millions of dollars. The Las Vegas Convention and Visitors Authority eventually bought it for under \$25 million.

That’s chump change compared with what’s happening in California. In 2008, voters in the Golden State approved nearly \$10 billion in bond funding for a high-speed train to connect San Francisco and Los Angeles. It was supposed to cost around \$33 billion and be completed in 2020. Now the project is estimated to cost more than \$230 (!) billion.

Officials hope to open a 119-mile train line between Merced and Bakersfield, California, in 2032. The connection between San Francisco and Los Angeles is projected to begin full service in 2040. Don’t hold your breath.

Airplanes have largely replaced trains for passenger travel, and for good reason. They’re faster. They fly over obstacles. They can easily shift to new locations. Yet, government bureaucrats remain dedicated to subsidizing trains in locations where the cost doesn’t justify the expense – assuming they even get built at all.

The market is sending a clear message, but government officials don’t want to hear it.

The above editorial appeared in the Las Vegas Review-Journal; via Albany Times Union.

Union Pacific argues for its \$85B acquisition of Norfolk Southern

UP hopes regulators will be con-

vinced this time that its \$85 billion acquisition of NS that it detailed for the second time will be good for the country.

The U.S. Surface Transportation Board rejected UP’s initial application as incomplete in January, because regulators wanted more details about how the deal would affect the competitive balance between the five remaining major freight railroads and the impact on customers. The STB has 30 days to decide whether to accept this application, and then it will move forward into its detailed review of the deal that will likely last more than a year.

UP CEO Jim Vena said the new application makes an even stronger case for the benefits of the merger that he believes would shave a day or two off the delivery time for many shipments because they would no longer have to be handed off between two railroads in the middle of the country. The Omaha, Neb.-based railroad projects that the merger could lead to shifting 2.1 million truckloads off the highway onto trains, and doing that could save shippers \$3.5 billion because over long distances, rail is cheaper than trucking.

Critics that include some current major rail shippers like chemical companies and agricultural groups and two of the major competing railroads worry that the shipping rates existing customers pay could soar if UP gains monopoly power all across the country. Competitors BNSF and CPKC railroads joined a new coalition to highlight concerns that the deal could hurt shippers and eventually consumers if it leads to higher rates for companies that have few options besides rail to get their raw materials and deliver their products.

But Vena said CSX and BNSF are already improving their operations to ensure they can compete, and shippers will benefit from that if the deal is approved. Plus, he pointed out that since BNSF is owned by Berkshire Hathaway, it has the financial resources to do whatever is needed

because Berkshire is sitting on nearly \$400 billion cash.

Josh Funk (AP) in Albany Times Union
It seems pretty weak to say that you can do whatever you want because one of your competitors has money in the bank. ... JB

Negotiators reach deal to end strike

Negotiators on May 18 reached a deal to end a strike that stalled service on the Long Island Rail Road, the busiest commuter rail system in North America. Gov. Kathy Hochul said that the deal “delivers raises for workers while protecting riders and taxpayers” and that service would start back up beginning Tuesday at noon.

The Metropolitan Transportation Authority and leaders of the five labor unions had been bargaining for a new contract for years before the unions went on strike at 12:01 a.m. Saturday. Roughly 250,000 commuters use the rail system that connects New York City to its eastern suburbs every weekday.

Locomotive engineers, machinists, signalmen and other workers picketed at train stations through the weekend. The MTA, which runs the railroad, offered free but limited shuttle buses during the morning and evening rush hours starting Monday, leaving most commuters to navigate the gauntlet of car, bus and subway routes. New York Gov. Kathy Hochul had urged LIRR riders to work from home, if possible.

Union officials and the MTA negotiated on May 17 into the early morning hours of the 18th after prod- ding from the National Mediation Board, which is the federal agency that governs labor relations for rail- roads and airlines. The five unions, representing about half the train system’s workforce, had demanded raises they said were needed to help workers keep up with inflation and rising living costs. The MTA argued that the unions’ initial demands would lead to fare increases. The two sides have been negotiating a new contract

since 2023, but talks have stalled over salaries and healthcare premiums.

The Trump administration got involved in September after the un- ions asked for the appointment of a panel of experts. The move tempo- rarily averted a strike, but the two sides still couldn’t reach a deal after months passed.

The LIRR serves hundreds of thousands of commuters who live along a 118-mile-long land mass that includes Brooklyn and Queens in New York City and the Hamptons, a sum- mertime playground for the rich and famous near its eastern tip. Most of its riders live outside New York City in two Long Island counties with a population of near 3 million.

Before this latest walkout, LIRR workers last went on strike in 1994.

Ridership had been lighter than expected on the free but limited shut- tle buses the MTA provided from a handful of locations on Long Island to New York City subway stations.

Officials had implored the roughly 250,000 riders who normally use the train system each weekday to work from home rather than commute into the city, if possible.

During the morning commute, more than 2,000 people took advan- tage of the shuttle service, the agency said. However, it had prepared for about 13,000 riders. The first im- pacts of the walkout were felt over the weekend as baseball fans had to find other ways to get to Citi Field in Queens to see the New York Mets take on their crosstown rivals, the New York Yankees.

If the strike stretches into Tuesday evening, basketball fans looking to catch the New York Knicks continue their playoff run could also run into problems. Madison Square Garden, where the Knicks play their home games, is located directly above the railroad’s Penn Station hub in Man- hattan.

Philip Marcelo and Kathy Mc- cormack in Albany Times Union

Metro-North to Albany idea revived; Dems want Hochul to rethink exten-

sion as Amtrak alternative

Three months after Gov. Kathy Hochul scrapped an expansion of Metro-North Railroad to Albany, a group of state senators are pressing her to revive it, saying the effort would provide a potential cheaper and more reliable alternative than what Amtrak provides.

At a news conference recently, Democrats representing parts of the Capital Region, Hudson Valley and New York City said they want Ho- chul and Amtrak to restart talks to expand Metro-North’s service beyond Poughkeepsie to Albany-Rensselaer. The lawmakers emphasized the goal is to complement and not replace exist- ing Amtrak services.

But when questioned about how the Legislature plans to bring Amtrak, which has said it will not sanction the use of its rail line, back to the negoti- ating table, lawmakers said the first step is to get the dealmakers together.

Hochul announced in October that service would begin with one daily round-trip between Albany and Grand Central Terminal on the Hudson Line, which ends at the Poughkeepsie sta- tion. The expansion was meant to fill a gap in the New York City and Albany service left by the cancellation or consolidation of three weekday Amtrak trips in 2023 to accommodate long-delayed work on the East River Tunnels to repair damage done by Hurricane Sandy in 2012.

Metro-North service was supposed to start this spring but was shelved in January after Amtrak, which controls the rail lines north of Poughkeepsie, said it would not sanction the Albany run. Instead, Amtrak planned to restore all suspended Amtrak Empire Service trains.

A spokesman pointed to state- ments Hochul made in January, where she praised Amtrak’s decision to restore Empire Service as a win for riders. She noted that the restoration meant that Metro-North would no longer run temporary service to Alba- ny, though she remained open to expanding it in the future. A spokes-

man for Amtrak said the company is one of several stakeholders involved in the potential Metro-North service to Albany plan, along NYSDOT and CSX.

During Amtrak's initial research, it became apparent there were several significant challenges with bringing this plan to life, and it became redundant once the company was able to restore full Empire Service to and from the region. By taking advantage of schedule changes in place to support major infrastructure projects on the Northeast Corridor, Amtrak was able to identify the equipment necessary to fully restore the Empire Service schedule that was in place before the East River Tunnel rehabilitation project began, and fully restored service in early March. That project is on schedule and within budget, with completion expected next year.

Prior to the creation of the MTA and Metro-North, the New York Central Railroad carried passengers on the Hudson Line between Grand Central and Albany. Since the 1970s, Amtrak has been the only passenger train to run between New York City and Albany – its fifth-busiest route in the country.

The \$1.6 billion East River tunnels reconstruction project, which involves two of the four tunnels connecting rail service to Manhattan, is slated to take three years to complete. Amtrak has faced criticism for the impacts of service reductions on upstate and Hudson Valley commuters. To ease the crunch, Amtrak restored one daily round trip between Albany and Penn Station, and implemented a \$99 price cap on the coach flex-fare seats.

During a news conference on April 27 at the Capitol, lawmakers said an expansion of Metro-North service to Albany provides a more affordable and frequent alternative to Amtrak. They said that extending the line to include stops in Rhinecliff and Hudson would boost regional tourism, support the work force, and reduce reliance on congested highways.

Lawmakers also claimed fares would be cheaper. Metro-North tickets are often substantially cheaper than Amtrak. A peak Metro-North ticket to Poughkeepsie is roughly \$29.75, whereas Amtrak's lowest fares are often around \$39.50, and can climb to more than \$70 for one-way trips when availability is low.

State Sen. Pat Fahy, who represents all of Montgomery County and portions of Albany and Schenectady counties, said that the push to expand service is about giving riders more affordable and flexible options, especially after strong public backlash when Amtrak proposed service cuts in 2024. He said the overwhelming response revealed a significant demand for more trains, particularly options that include direct access to Grand Central Terminal in addition to Penn Station.

But such an expansion could also come at a cost. The state levies a tax on employers and self-employed individuals in the 12-county area covered by the Metropolitan Transportation Agency, and it is possible [of course...JB] that regions in upstate would have to pay into it. Fahy said the tax would be "something that would have to be explored", but noted that all counties served by the MTA pay into the tax, including Orange County.

Timothy Fanning in Albany **Times Union**

Oh, boy. Inventing a competitor to Amtrak? What it really means is that taxpayers from all over the state will be funding trains to serve just one corridor, and we know how efficient state government is when it competes. And of course, Amtrak will still receive subsidies for NYS as well. Does anyone in Tehran-on-Hudson remember the inflexible and fuel-guzzling RTL Turboliners, and the widely failed upgrades the state promised? The crushed remains of those fever dreams sat behind Super Steel in Scotia for years. ... JB

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

D&H Rail Trail from page 26

- Castleton to West Rupert (Sherman's): 34 miles
- West Pawlet to West Rupert (Sherman's): 9.7 miles

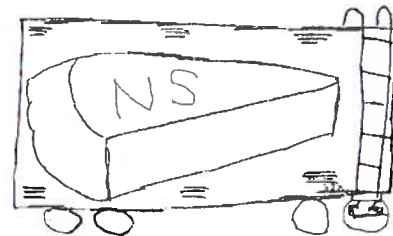
Trail rules and etiquette

The D&H is a typical rail trail, with variations in condition and a wide variety of trail users. When you're riding there, please remember: Watch for muddy spots and avoid them, so you don't damage the trail. Bicycles are considered vehicles by Vermont law, and must follow traffic laws. It's OK to use your e-bike [which is motorized ... JB], but motorbikes, motorized scooters, ATVs and ORVs are not permitted on the trail. Horses are permitted on the trail.

If you encounter riders, stop and wait for them to pass safely. Yield to livestock and other animals. Dogs are permitted, but watch for those extended leashes. Clear communication is key, so give a clear warning and slow down before passing other trail users.

Upstate Sports magazine, May 2026.
Provided by **Doug Barron**.

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

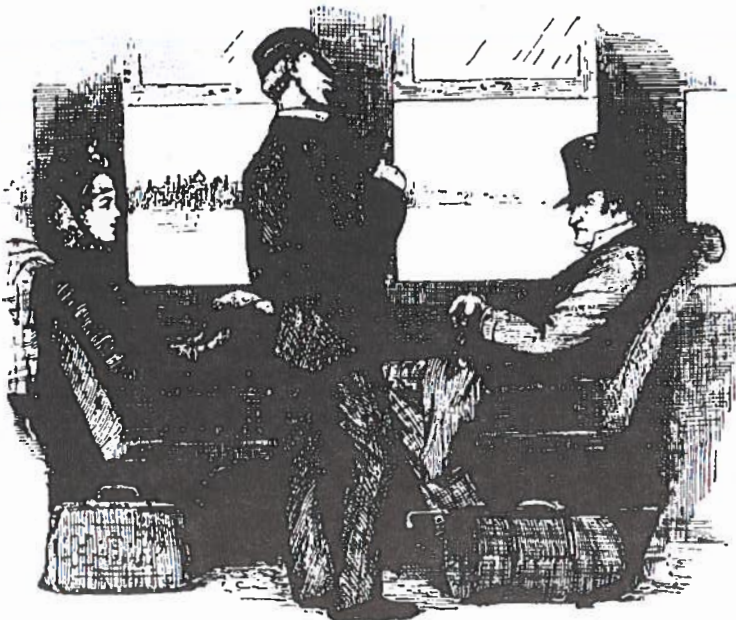


Page 33:

Top: CP M630 #4569 leads D&H train 556 south through Delanson, N.Y. September 12, 1992 photo by Gardiner Cross; Jim Odell collection, BLHS Archives.

Bottom: D&H GP39-2 7605 and a D&H U33C lean into the rear of a northbound freight at Sanitaria Springs, NY. Doug Holbrook photo, collection of Sam Botts.





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

The 5:30 a.m. "work" train of the Schenectady Railway jumped the track on the Jordan Creek bridge at Hilton Avenue in Ballston Spa, and knocked a nearby shoe shop run by Tomelo Caruso in a building owned by Elbert Wood, into the creek. No injuries were reported, as the train was unoccupied except for the conductor, George Scott, and motorman, William Zulzer, but the empty store was destroyed. Damages were placed somewhere between \$3,000 and \$4,000 (between \$56,000 and \$75,000 today).

The car was the second one out of Ballston Spa each morning and carried workers to the General Electric plant in Schenectady. This time, as it was passing over the bridge, the rear wheels disengaged from the track at the switch, forcing the car against the shoe shop, which was perched on the bank of the creek.

The business was a one-story frame structure with a brick front. After the accident, all that was left was the brick front, the rest in the

creek, scrapped into kindling wood. The car was quickly replaced on the track and returned to its original journey, arriving in Schenectady only slightly behind schedule.

Albany Times Union

200 years ago, April 5, 1826: Delaware & Hudson Railroad established

The Delaware & Hudson was a

canal company before it was a railroad. It was organized to transport anthracite from northeastern Pennsylvania to New York City markets. Ground was broken for the D&H Canal in July 1825 at Beatyburg, Pa. The canal descended from Honesdale, Pa., to Kingston, N.Y., where boats could continue to New York City via the Hudson River. The canal was 108 miles long, 36 feet wide at the water line, and four feet deep. It traversed 972 feet in elevation via 109 locks.

Coal tends to be found in inaccessible mountainous terrain. To move it over the Moosic Mountains from Carbondale to Honesdale would have required an additional climb of 950 feet within four miles, hardly a practical task for a canal. John B. Jervis was among the first to propose that coal be hauled over the mountains via a [gravity] railroad instead of by extending the canal.

On April 5, 1826, the Pennsylvania legislature authorized D&H to build a railroad from Carbondale to Honesdale. *Champlain Valley NRHS Shortline*

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 Alba-

ny, the riverbank was already at flood level, with experts saying within 24 hours it would reach a peak of 14-1/2 feet, or 2-and-a-half 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.

Farther north, the waters along Troy were 2 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

100 years ago: May 16, 1926

Thomas Connors, 37, of North Manning Boulevard, died at his home from the effects of a bullet wound in the abdomen inflicted by accident on the night of March 11 at a soft drink place on Ontario Street. He had been undergoing treatment for several weeks at Memorial Hospital and had only come home recently.

Connors had been at Cleary's, spending the evening with bartender Robert Sheperdson and fellow patron Edward Luft when Sheperdson mentioned the revolver he had found on the ground along Wolf Road. He gave it to Luft to examine, and it accidentally went off, injuring Con-

nors, who was standing next to him.

After questioning Connors in the hospital, following a phone call from there to the Fifth precinct station, police raced back to Cleary's and placed Luft and Sheperdson under arrest. The injured man later said the whole incident was an unfortunate accident and absolved the other two men of any guilt.

Connors was employed as a carpenter for the New York Central Railroad after coming to Albany from Ireland 10 years before. Unmarried, Connors was survived by his mother, brother and three sisters.

Albany Times Union

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

Media Matters from page 24

flat car, which I think was formerly called a pulpwood car, is based on a Harriman standard design used by Illinois Central, as well as Southern Pacific. I use them to carry loads simulating wrapped lumber loads – common on real cars in recent decades – assembled from Jaeger kits that come with wood blocks and nicely printed plasticized paper wrappers that you cut and wrap around each block, taping them at the bottom. Then you stack them with some wood strips crosswise under each layer and add thin black tape around the load to simulate steel strapping.

As for hopper cars carrying wood chips to paper mills, Athearn's HO models of offset-side steel triple hoppers that the Boston & Maine converted for wood chip service from Woodsville, NH, as shown in a B&W photo on page 77 of the book, are very good. I bought one years ago and another, considerably improved, with better detail, and a very good plastic casting simulating a wood chip load that also fits the other car, with a different car number, so I can swap it between the two models.

Newspapers have continued to receive newsprint in boxcars longer than the book seems to recognize. The **Boston Globe** probably still gets

it that way, mostly from Canada.

The **Worcester Telegram & Gazette** did so, at least into the 1970s. The **New York Times** also did, and most probably still does. At first, I thought the book had no photo or mention of the cars used by the Spruce Falls Power & Paper Co., a newsprint mill owned by or affiliated with that newspaper at a place in northwestern Ontario that was mostly Francophone, despite its location far from the province of Quebec; it does. I saw at least one of the real cars while riding trains through the southern part of NYC's Bronx borough. Kadee made a single run of 50-foot PS-1 boxcars in its spectacularly beautiful paint scheme for Peterson Supply Co., and I bought one. The paint scheme is so complex that the expert at Kadee, with whom modelers corresponded before the firm was sold to its present owners, informed me that the firm was never going to run it again.

The unfinished paper mill on my very small home layout is kit-bashed from plastic kits in a corner of the room is slightly disguised by a tall brick chimney from an older Walters plastic kit with two vertical parts. I have put the edges of one of them against the walls where they meet. The later version of that kit has just one part and wouldn't work as well there. That supposed improvement actually made things worse.

Books on Railway Express Agency

Page 37 of the June Railroad

Model Craftsman is an ad for a new book from its publisher, White River Productions, "Railway Express Agency and Its Place in the Express Industry". It's by Vic Roseman, a true expert on the subject, available for pre-order until June 30. It looks very good, but I already have a 126-page vertical format paperback by the same author, which I'm sure contains much of its content, including many fine sketches he made. "Railway Express: An Overview" was published by Rocky Mountain Publishing in Den-

ver in 1992. Most of the photos inside are in black and white, but it is very thorough indeed. The author was a fine arts teacher in secondary schools in New York City, and a professional photographer, as well as a model railroader; he had written six articles about the REA for **Model Railroading** magazine.

In some railroad magazines

The front cover photo of **Passenger Train Journal's** 2026 Q2 issue ties to a major feature article by Justin Franz on PCCs in the 2020s, celebrating the 90th anniversary of that common streamlined streetcar design

Railfan & Railroad continues to have more pages than **Trains** magazine. R&R's May 2026 issue has much interesting comment. I think I may already have written about **Trains & Railroads of the Past's** 2026 Q1 issue, with good content on railroading in Maine and, as usual, a fine article by Mike Bednar on railroading in the Northeast, with several photos showing D&H equipment. I haven't seen that magazine's 2026 Q2 issue, but it contains memories of Bicentennial liveries from 1976.

Videos and films

Public television stations continue to broadcast programs about railroading both in North America and elsewhere.

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

Clicks from the Rails

Two escaped drowning

... in the Appomattox River, near Petersburg, Va., recently through the alertness of two N&W shopmen. While crossing the river on a pipeline, both a man and a woman slipped and fell into the water. Hostler F.L. Farris, noticing them struggling in the water, hurried to their aid, summoning Gang leader P.J. Brennan as he ran. The two railroaders succeeded in pulling the couple to the river bank.

Languish Collection. BLHS Archives

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

1960s: Two Generations Removed

by Alexander Benjamin Craghead

If I had to pick any decade to encapsulate the world of 20th century railroading, it would be the 1960s. But when do the Sixties begin and end? If we mean dates on a calendar, this is easy; but if we think of the Sixties as a distinct period of time in history, this becomes far harder to answer. Decades, after all, are fairly arbitrary; it is not as if a switch is flipped on New Year's Day, changing everything.

Historians struggle with this problem a lot, and some talk about "long" time periods, fuzzing up the borders a little to better define a period of time. For the 1960s, then, we might think of the recession of 1958 as a possible starting point, and the collapse of Penn Central in 1970 (or perhaps the formation of Amtrak in 1971) as the markers of the era.

Thought of this way, the "long" Sixties become a truly evocative time in railroading. At the period's beginning, it was still possible to see the waning days of steam locomotives on the high iron of Union Pacific, Norfolk & Western and Canadian National. The iconic freight car was still a 40-foot boxcar, with some wood-sided examples still hanging on in revenue service. Reefers cooled with ice remained commonplace, and passenger service was an expectation and not the exception along almost any main line. By the end of the decade, all this would change with the arrival of second-generation diesels, nationalized passenger rail and vast, consolidated rail systems born out of corporate mergers. Freight cars went from the "standard" forms of the steam age to something more recognizable to modern eyes, such as three-bay covered hoppers, "high-cube" plug door boxcars and hulking chemical tanks. Contrasts in the Sixties were high.

Both then and now, many have

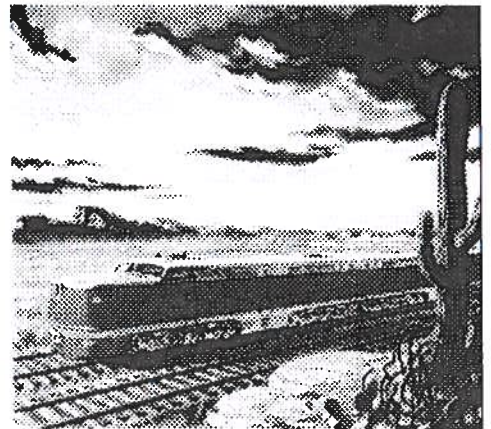
seen this as a period of loss. Unquestionably, there were fewer steam engines and passenger trains at the end of the Sixties than at the beginning. Because of mergers, there were also fewer railroad companies. To cite one example, Great Northern; Northern Pacific; Chicago, Burlington & Quincy; and Spokane, Portland & Seattle were combined in 1970 under the fresh, crisp green paint of Burlington Northern. For a time, the newly merged systems of the period (Erie-Lackawanna in 1960, Seaboard Coast Line in 1967 and Penn Central in 1968, to name a few) brought new names and graphic identities to the railways, alongside the thousands of cars and locomotives still bearing traditional names. This diversity was also a kind of loss, as each of the old names and emblems and paint schemes slowly faded, rusted and decayed.

As Otto Vondrak remarked to me recently, "The 1960s are now as quaint as the 1920s seemed to us in the 1980s." Yet it is in the Sixties that the world of today's railroading became recognizable. The locomotives of the era, especially those produced by the Electro-Motive Division of General Motors, became so ubiquitous that hundreds of them remain in service even now, a half-century later. Most of the types of freight cars we see on the rails today owe their forms to the Sixties, and even Amtrak is a product of the era. The Sixties, then, are both familiar and exotic, within easy reach and distinctly different. If the 1950s represented both a golden age and the last gasp of steam and the 1970s were the nadir of gritty, hard-scrabble railroading, then the 1960s are the paradox that links them – both tantalizingly different and fascinatingly familiar.

Copyright White River Productions,

2023. From a "Departures" column in the January 2024 *Railfan & Railroad* magazine, and posted on the magazine's web site on Dec. 18, 2023. Provided by Steve Wagner.

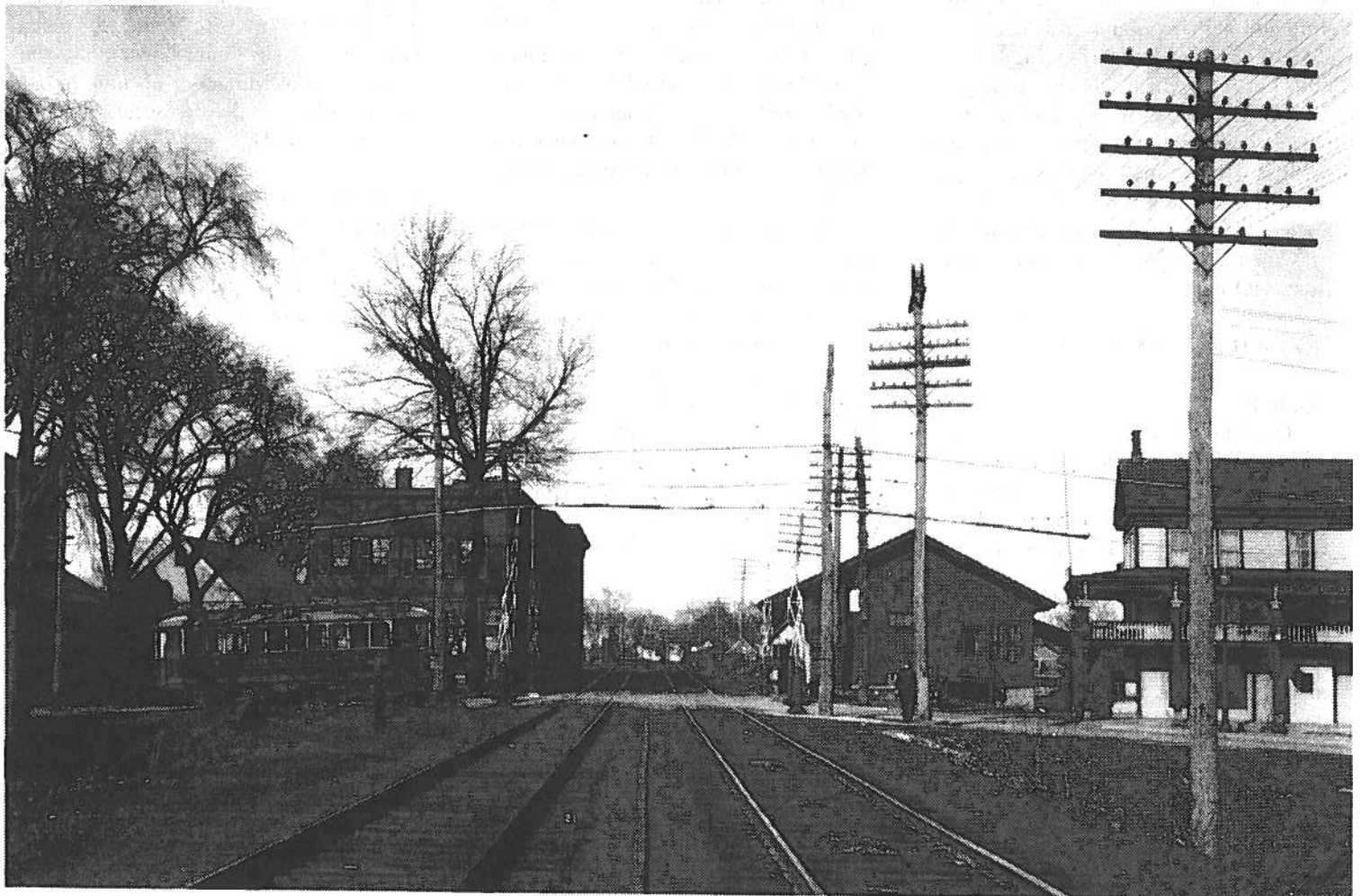
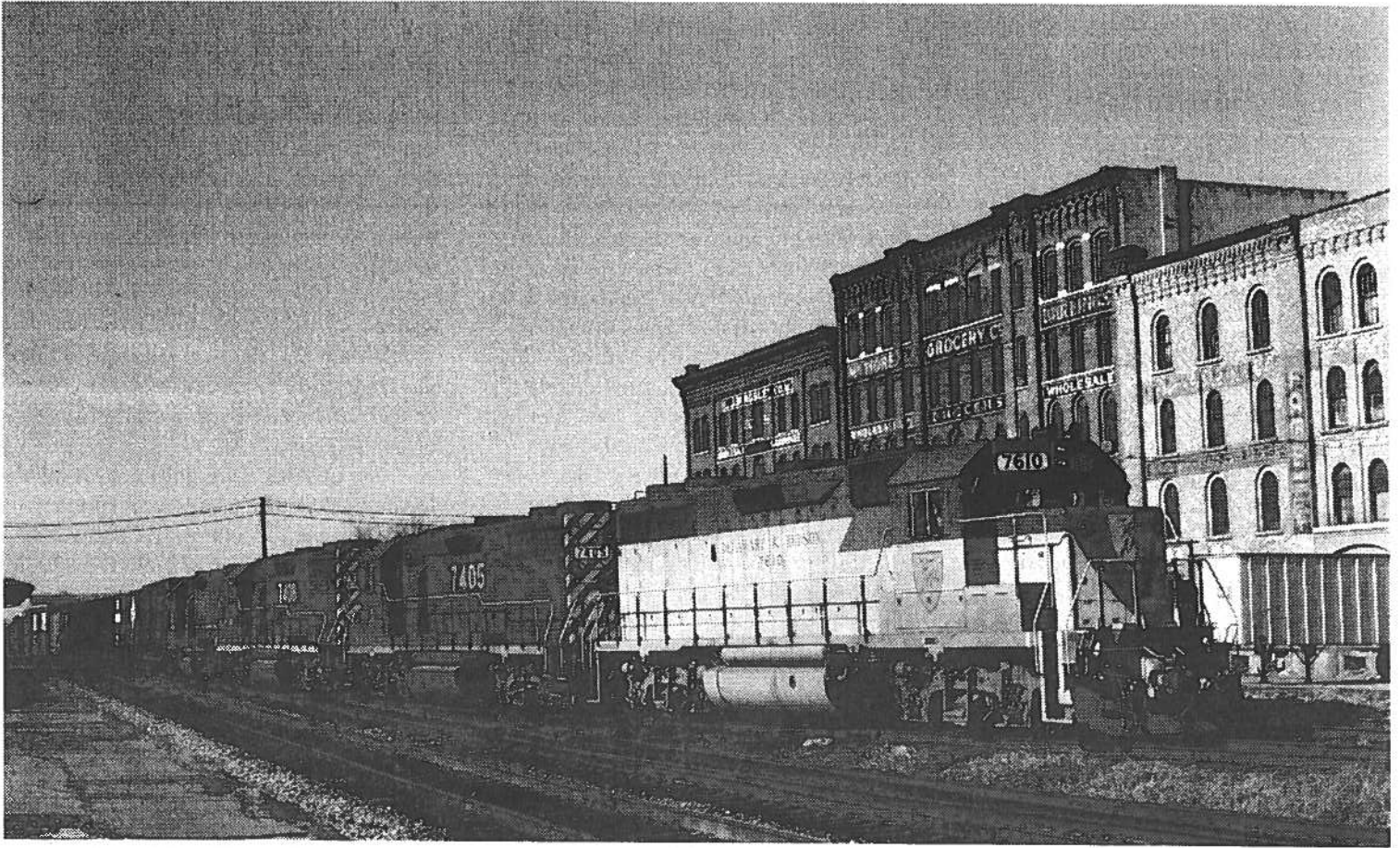
D&H BLHS D&H BLHS D&H BLHS D&H BLHS D&H BLHS D&H BLHS D&H BLHS D&H



Page 37:

Top: Four D&H GP39-2s (DH #7610, 7405 (ex-RDG), #7408 (ex-RDG) and one ex-LV, lead a D&H freight through Binghamton, N.Y. in the fall of 1976. Henry Propst photo, via Bill McChesney, scan by Mike LeCasse.

Bottom: Hudson Valley Railway car #36 has just crossed the D&H in Fort Edward, N.Y. on its way from Greenwich to Glens Falls. In this c. 1920s view, the interurban car, running in the middle of Broadway, has passed the St. James Hotel prior to crossing the D&H main. You are looking north, and in the distance is the bridge over the original Champlain Canal. The board and batten building to the right was the freight house, but by this time it is a coal dealer. The building behind the interurban is the original Ft. Edward railroad station. D&H photo #8210, collection of Len Kilian; caption by Kip Grant.





Modeling Matters!

by *Steve Wagner*

Model railroad meetings and shows

I would have liked to attend the New England Railroad Prototype Modelers Meet in Springfield, Mass. on May 29-30, but I have other commitments. I plan to attend the daytime session on Saturday.

As I write this on May 22, I am looking forward to attending the BLHS luncheon at the Ambrosia Diner in Queensbury, N.Y. on June 6 and to hear **Bill Bibby's** after-lunch presentation there.

The NMRA's national convention is in Chattanooga, Tenn. late in July, and there are certainly many interesting stretches of railroad in that area on which an excursion train will run. I expect to see some rail-related sites in New Hampshire and perhaps Maine in July before attending at least one day of the Lowell Folk Festival, which this year is July 24-26, and always has trolley cars running, plus a small Boston & Maine steam loco that has been cosmetically restored by the Boston & Maine Railroad Historical Society, along with a wood-bodied B&M passenger car holding exhibits including a small HO layout.

HO D&H and "D&H" items

Accurail

On May 11, I pre-ordered one of the firm's easy-to-build kits for a two-bay ACF-built Center Flow covered hopper car mostly correctly decorated for our favorite railroad that I mentioned in what I submitted for likely use in our June issue. The one thing that doesn't match photos of the real car is the type of its shield herald. The hobby shop in Vermont I ordered it from didn't expect to have it until September, so I may be able to pick it up in person at its discounted price of \$17.95 – the list price was \$22.98.

Athearn

An announcement the firm posted on the same date was of a new run of Athearn series models – its "mid-level" series, more detailed and prototypically correct than its Athearn Roundhouse models but less so than its Athearn Genesis series ones – of 200-ton cranes paired with 50-foot gondolas. Each such pair lists at \$99.99; pre-orders were asked by May 30 with an ETA of September 2027.

The eight paint schemes offered include one for our favorite railroad. The side renderings in color show that the crane itself is a reasonably good representation of D&H 30120, with its body mostly and its boom entirely Champlain Blue, with a yellow shield herald with "The D&H" in blue script on both, with the rest of the swinging part of the body gray, including the roof, plus all of its lower parts, including the side frames of its six-wheeled trucks. The model gondola is the latest improved version of one of the firm's first mostly plastic models, one of which, with Erie lettering, was the first HO car I ever bought in the late 1960s, with a body that doesn't accurately replicate any full-sized car, let alone one that the D&H had. It's painted mostly gray and lettered in blue as D&H 20120. The list price of each crane and gondola set is \$99.99, with an ETA of September 2027. On May 17, Model Train Stuff was listing it at \$97.74 and taking pre-orders for it with a down payment of \$9.77.

I already have two Athearn 200-ton cranes, one of which was in the Athearn train set my Uncle Steve gave to me and the oldest of my brothers as a Christmas present. That was either lettered for the Santa Fe – I've removed that lettering, meaning to paint and decal the crane for the D&H – or for the Pennsylvania. I need only one such crane, and I think Athearn's HO model is better than Bachmann's. Athearn says its crane can negotiate track curved as sharply as 18-inch radius, and I know it can. What the firm's PDF page doesn't mention is that the crane's body is very tall, even with the boom lowered. The exhaust stack on top of its roof barely clears under a tunnel portal on my unfinished layout. I believe that was true of an early metal model of the same crane the firm made earlier.

The same is true for Athearn models

of high-cube auto parts boxcars, of which I have a few. I should sell or donate all but one of those, keeping one to use as a clearance test car until my layout is finished. I'll probably save a pale blue one lettered for the Grand Trunk Western in the same paint scheme as the first full-sized ones I first saw in Michigan in 1964 from a train en route to Oberlin in Ohio to begin my freshman year there.

Kadee

On May 22, the firm still had in stock the same ready-to-run model of D&H boxcar 22011 discussed in earlier issues of our *Bulletin*.

Also in stock were unlettered ready-to-run models of the following cars definitely suitable for lettering as D&H cars: a PS-1 40-foot boxcar as built 1950-1953 with "narrow tab" side sills and a single Youngstown door spanning a 6-foot door opening in boxcar red, at \$39.99; an AAR design 50-ton offset-side open hopper car with Wine door latches, in black at \$41.95; a PS-2 two-bay covered hopper of the earlier type, the only kind acquired by the D&H, with the outermost side ribs being channel sections, in light gray at \$41.95. A PS-1 40-foot boxcar as built post-1954 with "wide tab" side sills and a single Youngstown door spanning an 8-foot wide door opening in oxide red might be suitable for accurately lettering for the D&H.

Comments on D&H and other models related to the paper industry

See this month's "Media Reviews", which includes comments on Jeff Wilson's "Modeling the Paper Industry".

Northeastern / Canadian / Alco HO

Accurail

The firm continues to produce easily assembled mostly plastic kits for freight cars, like Kadee's products, made in the USA. Its May flyer has colored side renderings of the sides of the following ones "scheduled for production approximately September 2026". In the chronological order of their paint schemes, earliest first, they are:

- Chicago & North Western 41803, a 36-foot double-sheathed boxcar with wood doors and ends and a horizontal hand brake wheel atop a vertical staff, with old-fashioned lettering in a mix

of Roman and sans-serif fonts, data including a small logo for American Car & Foundry Co. Builder Chicago Ill.; no built date is shown, but this is clearly the oldest livery shown, older than those on nearly all cars on my roster; retail price is \$21.98.

- A three-pack of black Nickel Plate Road twin hopper cars with white lettering retails for \$61.98; the single cars from it retail for \$20.98 each. All have variations of the line's nickname in highly stylized capital letters, plus nearly all small lettering in Roman caps and matching numbers, as follows.
- NKP 30475, a wood-sided car with simulated metal outside bracing, lettered as built in 11-1917, with large NYC&StL (New York Chicago & Saint Louis, the line's formal name) in extended Roman caps with the T smaller over a period, starting near the top left corner of the sides, under it NKP reporting marks in a similar font with a period after each letter, with the nickname farther right with each of the first two words above the following one and the R the same size as the other letters, marked Built and New 11-17.
- NKP 30814, a similar car type with the nickname near the top of the sides starting slightly left of center and the initial letters of each word including the third larger than the other letters in it, NYC&StL only in very small letters at the upper left corner of the sides, no periods in the side reporting marks, nearly all smaller data in Roman caps and matching numbers, including Blt 8-23 and a shop date of 4-53. The NKP probably had kept such cars running during World War II and/or had similar "War Emergency" cars built then to save on sheet steel for other wartime uses.
- NKP 32105, a car with steel "panels" with rounded corners bulging outward next to vertical side ribs, with a smaller nickname with a differently shaped R starting just past the sides' centers, smaller data includes Blt 4-23 and a shop date of 10-34. It's not clear when the panels were applied.

The first of these cars is too old for the eras that interest me most; the others have some appeal to me because of fond

memories of seeing the NKP, especially in Cleveland, Ohio, when it still used some diesel switchers and road-switchers in liveries that reminded me of the ones the D&H used until the early 1960s.

- STAX 74120, a light gray ACF-built three-bay Center Flow covered hopper with Plate C dimensions, a capacity of 4650 cu. ft., Blt. and New 9-67, with billboard lettering including a black rectangle with rounded corners a bit right of the center of the left-most hopper, all of which have gravity-pneumatic outlets; on the rectangle is Stauffer in large stylized cap and lower case above much smaller Chemicals in extended sans serif caps above a slightly curved V shape; centered over the right-most outlet is Stauffer in fairly large condensed sans serif caps, with similar but smaller Chemical over Company right of it. \$22.98 retail.

Athearn

The May-June new product announcements the firm posted on May 11 also included the following models that might interest our readers. For all, pre-orders were asked by June 30, 2026 and the ETA is September 2027.

The run of Athearn series models of 200-ton cranes paired with 50-foot gondolas had, among others, these, besides the D&H set discussed above, at the same price. In alphabetical order: Conrail, CSX, Lehigh Valley, Norfolk Southern, plus Penn Central.

A new run of highly detailed Athearn Genesis series models of GATC-built single-bay Airslide covered hoppers of 2600 cu. ft. capacity will have list prices of \$54.99 per car except for one "Primed for Grime" paint scheme at \$5 more per car. All are shown in side renderings. Unless noted, assume that the truck side frames are black. In alphabetical order:

- Anheuser-Busch, although captioned "GACX": Medium gray with centered red lettering in condensed caps for the firm above "corn starch" above "St. Louis Missouri", other lettering black sans serif caps with matching numbers, including New 8-75; Era: late 1970s+. Three GACX numbers.
- Gulf, Mobile & Ohio: Medium gray with black lettering including road name with comma in condensed caps

including an unusual ampersand; smaller lettering in sans serif and matching numbers, including a shop date of 3-73; also a multicolor Kartrak ACI label on each side. Athearn notes that GACX leased the cars, which were known to carry sugar, with some serving through the 1980s. Customers on the D&H who needed sugar could get it in cars from less distant producers who owned their own cars in cars from closer railroads such as the B&M.

- Missouri-Kansas-Texas: Bright red with minimal white lettering in condensed sans serif caps and matching numbers, including a shop date of 7-72, plus a Kartrak label. Athearn notes that the cars in the series were built by GATC in 1959 and that the MKT used them to haul sugar and flour.
- Missouri Pacific: Very light gray car body with black lower parts and lettering in sans serif with matching numbers, with Missouri Pacific Lines only within a small circular "sunburst" or "buzz saw blade" herald high up near the right end of the sides; small data includes New 3-58. Era: 1958+. Two MP numbers.
- Multifoods: Medium gray car body with large firm name in black sans serif caps at the top of the sides; under the L is a small circular white herald with a light blue edge and a stylized M; smaller sans serif data includes Blt 4-66. Era: 1966+. Three GACX numbers.
- Norfolk Southern: This is the one Primed for Grime (pre-weathered) scheme with a faded gray car body including the outlet bay with remaining black graphics including American Refrigerator Transit Co. in black sans serif caps and three small black and gray heralds on each side: the ART's pointed shield, the Missouri Pacific Lines circular "sunburst" or "buzz saw blade" and the Wabash's flag herald, with newer smallish patches in two shades of gray having new reporting marks, a partly changed car number, etc., including a shop date of 10-72. Era: 1970s+. Two NW car numbers.
- Northern Pacific: Light cream or ivory car with black lower parts and nearly all lettering, including large

centered road name in blocky extended sans serif caps with the P under the O. Smaller data includes Blt and New 3-65. Era: 1965+. Three NP numbers.

- Staley: Medium gray with dark blue symmetrical logo combining an S and CO if you look for it centered with Staley in stylized extended caps and lower case to its right. Other lettering is black, including reporting marks and side car number showing caps that stencils used in painting left there. The only date on the rendering shows that a Polyclutch lining was applied 11-70. Era: early 1990s+. Three GACX numbers.
- Southern Pacific: Lighter gray car, including the side frames its trucks, with all lettering red, including large centered road name in sans serif caps with the initial letters larger; side reporting marks are Roman caps with matching numbers; smaller lettering in sans serif; shop date is 12-77. Three SP numbers.
- Union Pacific: Same color as the MP cars, but with much bolder MP reporting marks and matching car numbers and red, white and blue Union Pacific shield herald fairly close to the right end of the sides. Shop date is 12-88. Era: 1990s+. MP 720063 only.

A new run of Athearn series models of 50-foot boxcars built by Evans Products – which the firm says had been U.S. Railway Equipment – with Plate C dimensions, 70-ton capacity, AAR class RBL, used mainly to carry with a centered pair of plug doors, each covering an 8-ft wide opening – the doors on the models will not be moveable. They were used to carry fairly light goods such as lumber, paper products and canned goods that needed protection from weather.

These models are based on the same type of full-sized cars that was the prototype for more highly detailed and more expensive models that Moloco Trains had announced April 23 that I discussed in what I submitted for our June issue, which was not to be mailed until May 18. Those, by the way have the doors slightly off center, which is most probably correct.

Two of the following paint schemes are identical to ones Moloco announced

and another two are similar, as noted below. All the forthcoming Athearn models will have simulated metallic roofs without running boards, low-mounted hand brake wheels, extended coupler pockets that simulate end-cushioning, and, unless noted, the side renderings show the cars as having black lower parts including the truck side frames. All could have carried cargoes to the Northeastern U.S. Athearn's list price is \$39.99 for individual cars, \$109.99 for 3-packs.

In alphabetical order, the paint schemes are:

- British Columbia Railway: Dark green body sides ends and left door, the right door being lighter green; right of the latter is a circular orange, white and dark green logo featuring a flower; right of that is the line's road name with its three words' first letters vertically aligned; smaller white lettering includes "For International Service Only" and New 2-74; Athearn says Era: 1974-1980. Three BCIT numbers.
- Canadian Forest Products, Ltd.: The same spectacularly beautiful livery as on Moloco's model. Era: late 1970s+. Two USLX numbers, including one Moloco is doing.
- Ditto, but with white "Congratulations America" instead of "Red Cedar shingles and shakes" to mark the 200th Anniversary of the USA's Declaration of Independence. Era: early 1976+. A 3-pack of USLX numbers.
- Burlington Northern: The same basic paint scheme as Moloco's model, but in three FWD numbers instead of BN ones; data on a patch indicates shopped on BN 7-86; Era: 1980s+.
- Chicago & North Western: Bright red sides and ends; right of the door the railroad's uniquely shaped black and white herald with the later Employee owned in small caps above and below the larger North Western in larger ones with the first N and the W larger than the other letters; hydraulic cushioning under the herald is in Roman caps, as are the side reporting marks with matching numbers and some data including New 6-74, Era: mid-1970s+. Three CNW numbers.
- Evans Products Company: Another paint scheme done by Moloco. Up-

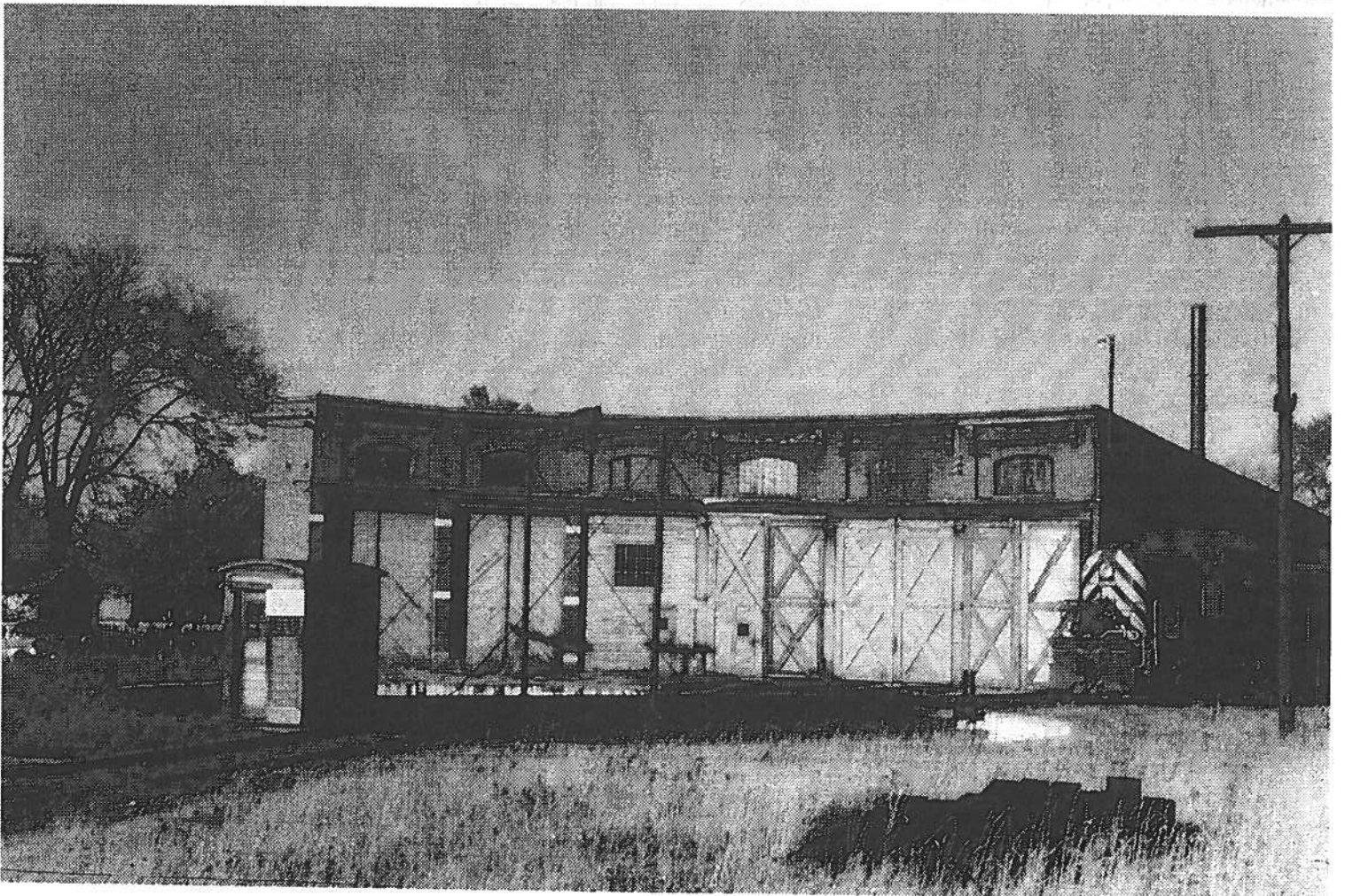
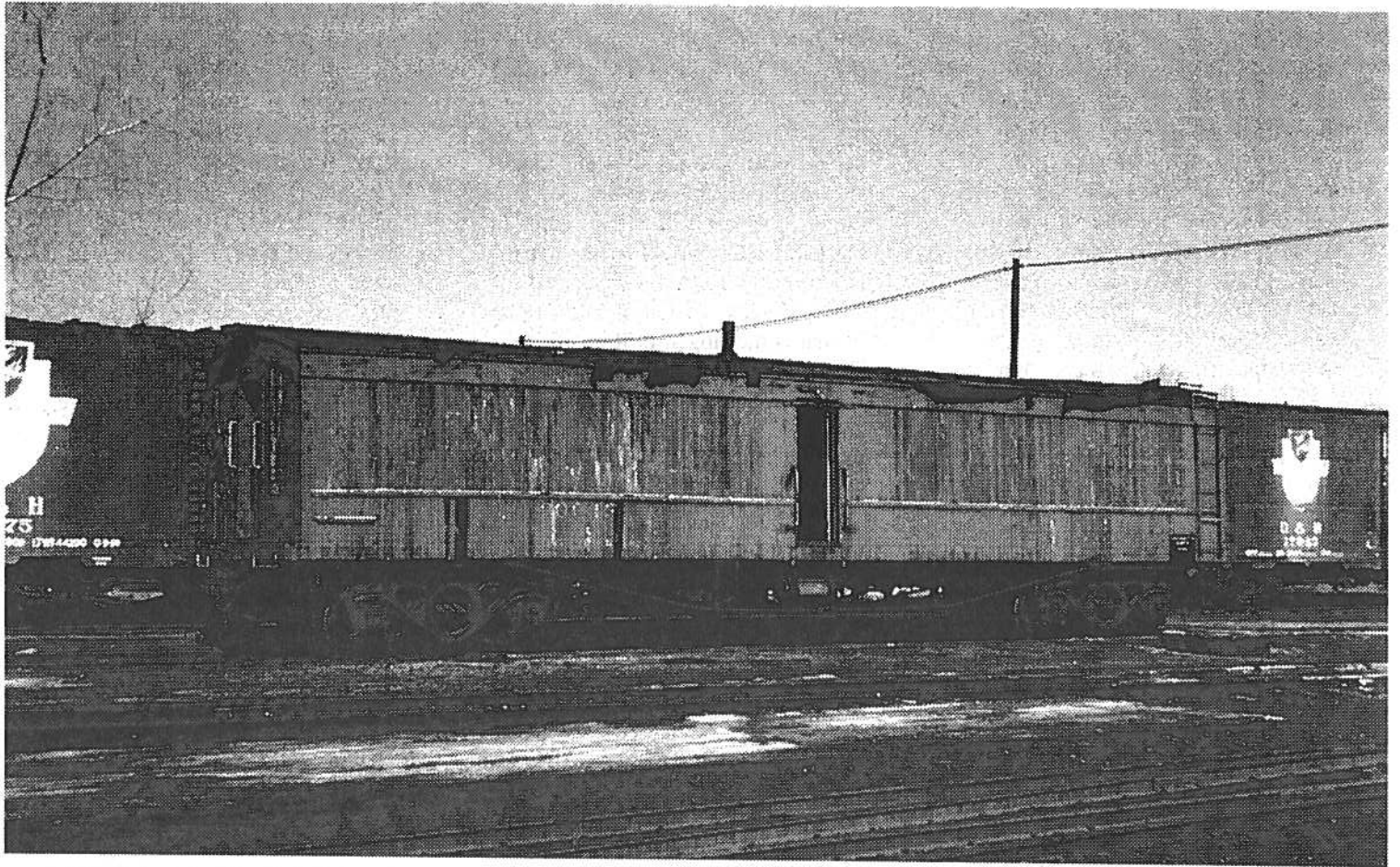
per part of sides white with black Evans in stylized italic lower case above Products Company in smaller italic caps right of the door; lower part of sides dark blue with the action line in thin white italic lower case above much smaller building products / railcars / transportation equipment in white italic caps, the slashes here representing thick hyphens on the prototype photo Moloco posted. The car ends are black. Left of the doors black DFB symbol above small Hydra-Cushion in condensed black caps. Three USLX numbers, none being done by Moloco. Era: 1966+.

- Ogden Corporation: Top part of sides and ends dark red, lower parts very dark gray, all lettering white, including DFB symbol left of doors, company name in condensed white caps right of them. Era: 1977+. Three USLX numbers.
- Union Pacific: Sides above the side sills are Armour yellow, with red Union Pacific in sans serif caps above similar black reporting mark and matching car number; right of the doors a large red, white and blue shield herald; ends and lower parts including truck side frames Harbor Mist Gray. Era: 1980s+. Three UP numbers.
- Wisconsin & Southern: Dark brown sides, ends and lower parts, not including truck side frames, with all lettering white; small white herald with stylized WS and some kind of waterfowl left of road name in condensed sans serif caps with the first I in the first word above the ampersand. Era: mid-2000s+.

Page 41:

Top: D&H (former) milk car, later used for storage by MofW forces (#300430). Caught at Colonie Yard, Watervliet, N.Y. Date unknown; George Hockaday photo, Jim Odell collection, BLHS Archives.

Bottom: A typical small D&H roundhouse; location not noted, but may be Delanson, N.Y. That appears to be D&H RS3 #4063 to the right. Late 1950s - early 1960s. Photographer not noted; Jim Odell collection, BLHS Archives.



- Ditto, but as a three-pack of cars, with the road name left of the doors and, right of them, a US flag being blown by a breeze and right of that three different patriotic slogans in white: “WE SUPPORT OUR TROOPS!” in condensed caps on one car; the second one has “A Day America Will Never Forget” in condensed caps above smaller “September 11, 2001”; the third has “God Bless America” in condensed caps above the same date. Same “era”.

A new run of Athearn series 50-foot boxcars with a single Youngstown type sliding door – likely not opening on the model – are described as having “road-specific” doors – though the ones in the renderings all look the same to me and are lettered as having a width of 10 feet and a height of 10 ft. 4 in. They represent cars built by FMC (Food Machinery Corporation) starting in the mid-1970s during the “Incentive Per Diem” era. All paint schemes will be in three single cars per paint scheme, with prices for four of them being \$42.99 per car but for the other four, “Primed for Grime” (pre-weathered) \$5 more per car. The real cars they represent had Plate C dimensions; all had metallic roofs without running boards. Some cars have lettering for cushion service, but none of the models are shown with the extended coupler pockets used for end-cushioning rather than center-cushioning. All will have separately-applied grab irons, end ladders and hand-brake wheels, plus photo-etched cross-over platforms on their ends.

The less costly ones are:

- Arkansas-Oklahoma Railroad: Dark red with minimal white lettering, including a small stylized CAI near the upper right of the side (for CAI Rail Services, which had the same logo on some cars on an ex-D&H line), plus yellow-orange vertical stripes. Era: 1999+. Three AOK numbers.
 - Chattahoochee Industrial Railroad: Bluish-gray car body with mostly black lettering, such as Cushion Service lettering in the same place and style as on the AERC cars discussed below and similar reporting marks, above side car numbers in an ultra-condensed font. The really unusual lettering is one near the upper right end and the upper left end of the sides. The former has a bright red shape slanting toward the car’s superimposed on a brighter blue one slanting downward toward its door. Under that and between four horizontal stripes of the same brighter blue are the three words of the line’s name in black Roman caps. Near the upper left corner of the car’s sides is an abstract green version of trees; right of that is the slogan in Roman caps, Trees Are America’s Renewable Resource, the first three words being above the other two and all but the fourth word being black, with Resource in bright red. (I prefer another slogan the short line used on some cars containing a pun: Better By A Dam Site.) Small data is in black, including New 4-77. Era: 1990+. Three CIRR numbers. The line was long controlled by Georgia-Pacific, a major producer of lumber, paper, cardboard and other forest products; since 2003 it has been a subsidiary of Genesee & Wyoming.
 - Rock Island: In the railroad’s final paint scheme: fairly dark blue ends and sides with white and black graphics: high on the side left of the door “Route Rock” in stylized white caps with the second word underlined in black, below that white reporting mark in extended sans-serif caps and matching car number; right of the door a big black stylized capital R enclosing a six-sided white center shape; smaller data is in black, including New 8-78. Era: 1978+. Three ROCK numbers.
 - Texas South-Eastern: Solid dark green car body including lower parts, as painted when built in October 1962, with white graphics and lettering including small herald composed of six T’s with arched tops forming a near circle close to the left end of the side and a smallish road name in sans serif caps with the first word above the hyphenated one near the top right corner of the sides. Era: 1999+. A web site posted by the Texas State Historical Society says that the Texas South-Eastern is one of three short line railroads remaining from the boom period of the East Texas lumber industry. Three TSE numbers.
- The “Primed for Grime” ones are:
- Albany and Eastern Railroad: These are clearly patch jobs on former Green Bay & Western cars; the small red and white rectangular Green Bay Route herald for the line in Wisconsin remains, as does Cushion Service in thin black sans serif caps next to the lower right side of the door, but lighter yellow patches cover the former road name and provide a place for new reporting marks and numbers. Era: 1990+. The railroad is a short line in Oregon’s Willamette Valley created in 1998 from the BNSF’s Sweet Home branch line. Three AERC numbers.
 - Chicago and North Western: These are the same livery as the Rock Island cars in the first group with three simple changes: 1) faded blue paint; 2) new black reporting marks in black Roman caps above the place where the earlier ones and side car number were; plus 3) a simple patch over the former reporting marks and number with new black numbers matching the Roman font. Era: 1999+. Three CNW numbers. The B&M did similar patch jobs on a group of cars in “The Rock” livery which were stored south of the Deerfield River until they were sold to, as I remember, Burlington Northern.
 - Corinth – miscaptioned as Cornith – and Counce: A faded version of a formerly medium blue car with billboard yellow graphics, including Corinth & Counce over Railroad Company well left of the door and a logo with a larger C enclosing a smaller one enclosing a smaller R. Other lettering, including the original reporting marks and car numbers, plus Cushion Service similar to that on the AERC cars but a little smaller and farther from the door; minimal bright blue patches including one with black SOU 5-89. Three CCR numbers. The line was started in 1958 and served places in Tennessee and Mississippi; Packaging Corporation of America acquired control of it in 1970.
 - Union Pacific: This is a faded blue car with large brighter blue patches near both ends of the sides obscuring former graphics for another railroad, I don’t know which one. The one

near the left end of the side has new bold white BKTY reporting marks in sans serif caps above a matching new car number. Era: 1990+. On the last day of 1989 the Katy was merged into Missouri Pacific, which was fully merged into the UP on January 1, 1997.

Also in the firm's May-June new product announcement was a run of highly detailed Athearn Genesis series models of C44ACW diesel-electric locos, which GE introduced in 1993 and built until 2004. They list for \$369.99 per loco with SoundTraxx Tsunami2 sound and DCC pre-installed, \$100 less each for ones without sound but DCC-ready.

The paint schemes that I think our readers may find most interesting are:

- CSX: Engine 136 as delivered in the YN2 or "bright future" livery with Hi-adhesion trucks, but this particular number is shown as Era: 2004-2009; locos 557 and 591 in the later YN3 or "dark future" livery with the later steerable trucks but shown as Era: 2002+.
- Kansas City Southern in the paint scheme reminiscent of the colors worn by the KCS's former *Southern Belle* passenger trains: Red, black and yellow, which was applied starting in 2007 to locos originally delivered before 2001 in a mostly gray livery. KCS road numbers 4575, 4599 and 4621, all shown as Era: 2007+, with steerable trucks. Athearn noted that since the KCS recently merged with Canadian Pacific, these were expected to run far from the original KCS lines.

The firm's May-June new product announcements also included a run of less detailed and less realistic Athearn Roundhouse series models of 50-foot high-cube boxcars with a single plug door per waffled side. These will come in three numbers each for eight paint schemes, at \$39.99 per single car except \$41.99 for the two officially licensed by Amtrak. The side renderings make all cars appear to be the same size, but for the ones that show "Plate" dimensions I'll indicate what the renderings show on the cars. All models have trucks with black side frames and roofs without running boards, which unless noted are metallic. Paint

schemes are:

- Amtrak phase 3: With metallic or silver-painted bodies evenly spaced horizontal red, white and blue stripes flanking the door, with Amtrak in black cap and lower case edge in white overlapping the left set of stripes, mostly on the red and especially the white, plus car numbers near the short ladders near the sides' ends. Era: 1990+.
- Amtrak phase 4: Similar body color, but with two thin white horizontal stripes alternating with two red ones above a taller blue one flanking the door, the left one having reporting marks in white sans serif caps and car numbers left of the door with a white Plate C indication between them. Capacity in cu. ft. is marked as 5159. Era: 1999+. Three AMTK numbers.
- BNSF Railway: Entire car body including roof dark red or brown with white lettering and a small circular herald near top right corner of the side with lettering in the body color, Burlington Northern arched at the top, Santa Fe horizontal in the middle and Railway arched at the bottom; side reporting marks are bold sans serif caps above matching car numbers; marked as Plate F, and capacity in cu. ft. as 6276. Era: 1996+. Three BNSF numbers.
- Guilford Rail System, captioned by Athearn as Pan Am / MEC: Black ends, white roof and sides except for a fairly thin blue horizontal band extending across them, including the doors, with a red, white and blue U.S. flag in the upper left corner of each side, and Guilford Rail System in black sans serif caps and lower case right of the door, with no Plate designation, but capacity in cu. ft. is marked as 6276. Era: 2000+. Three MEC numbers.
- International Bridge and Terminal: Olive green ends and sides with white lettering and logo with stylized evergreen tree in a circle (used by Boise Cascade); side reporting marks in sans serif caps above matching car numbers; marked as Plate F and cubic capacity is marked as 6276 cu. ft. Era: 2000+. Three IBT numbers.
- Montana Rail Link: Entire car body including roof dark blue with white graphics and lettering except for first

word of the line's name in bright red italic caps above next two words in similar font but white left of the door; right of it is a stylized logo shaped almost like a solid W formed by a wide parallelogram slanting downward toward the end of the side, followed by a fairly thin blue gap and a smaller white parallelogram, a thinner gap and the undersized rest of the white near-W with a stylized mountain line's head facing the left of the car; marked as Plate F, with cubic capacity marked as 6276 cu. ft. Era: 1990+. Three MRL numbers.

- Texas Oklahoma & Eastern: Solid fairly dark blue roof, ends and most of the sides, except for two sets of horizontal stripes near the center of the sides, each having a thin red stripe below and above somewhat thicker yellow ones. No road name. Reporting marks are in sans serif letters but include an unusually shaped ampersand. Marked as Plate C, but the rendering shows cubic capacity marked as 6276 cu. ft. Era: 1974+. Three TO&E numbers.
- TTX Corporation: Fairly dark yellow ends and sides except for the doors being black. Left of the door and abstract dark blue and bright red logo is flanked by "next load" and "any road" in black italic lower case with the first word above the second; right of the door near the top end of the side is TTX with the sans serif caps touching each other, in a darker red except for the second part of the left part of the X, which is black, pointing right, above black italic Railcar Pooling Experts in black italic caps and lower case with the first two words above the third. Marked as Plate C, but the rendering shows cubic capacity marked as 6276 cu. ft. Era: 2005+. Three FBOX numbers.

Atlas

The best news about this company's products I've seen lately is not from its own catalogs and web site, which mostly show renderings rather than photos, but from a preview of its new HO Master Line "single window", not "paired window", heavyweight coaches in the March 2026 **Model Railroad News**, which includes two good photos of unpainted models, one with a clerestory roof and

the other with a fairly shallow arched roof, plus info on their detailing. I think they look quite good, though the MSRP is \$119.95 and, in part because their trucks realistically are body-mounted, they require a minimum track radius of 24 inches.

On May 22, the models had not yet arrived at Atlas. Ones that had not sold out, included, among others, with their sides painted and unless noted with 4-wheel trucks.

- Boston & Albany: Green, cars 466 and 472, with 6-wheel trucks.
- New York Central: Post-World War II two-tone gray, car 2020.
- Penn Central: Hunter Green, car 9000.

Bachmann

I'm still waiting for this firm to announce its good-looking models of "1900s" era wood-bodied, clerestory-roofed, open-platform coaches, which I believe were inspired by real Boston & Maine cars, pre-decorated for that railroad, which it said two years ago were high on their list for a future run.

Class One Model Works

On or about May 12, the firm announced run of models of a car type it had not made before, "F39" flatcars – I believe that was the class designation of the actual Pennsylvania Railroad cars 75 feet long on which the models are based. All will have decks with a railing with many square openings for "tie-downs" on each side, simulated wood planking adjacent to those flanking a simulated metal area with more anchors for tie-downs, as well as a "bridge plate" for use in end-loading and unloading of trailers. (The design dates from before the widespread use of machines beside or straddling tracks that pick up and set down trailers from and onto flatcars.) Many of these were built for or transferred to Trailer Train when that outfit was formed by the PRR and other roads, some of which had cars built to the same or a very similar design. The models were available for pre-order at a price reduced by 9% from a nominal price of \$84.99. The models were in production with an ETA of August 2026. Unless noted, all apparently will have trucks with black side frames. These are shown only in side renderings.

With no trailer hitch (presumably

used for carrying containers loaded by machines:

- Trailer Train: Dark red, with white "Trailer" and "Train" in italic caps with serifs, flanking yellow TT logo, Blt 1-55, shipped 8-74, in four ATTX numbers.
- Same livery and dates, but in four JTTX numbers.

With a single trailer hitch at the center of the car:

- Erie: Black with one-word road name in white extended Roman caps and matching car number, Blt and New 9-55 in three numbers.
- Pennsylvania: Tuscan or other dark red, with the one-word road name in Roman caps instead of side reporting marks, Blt and New 7-55, in four numbers.
- Trailer Train: Dark red, with reporting marks in Roman caps and matching numbers, no yellow logo, Blt and New 1-55, in four TTX numbers.
- Wabash: Dark red, possibly even on the truck side frames, with white lettering, including one-word road name in stylized caps with serifs, New and Blt 6-55, in three numbers.

With two trailer hitches: one near car's center and the other near its A end (the one without a brake wheel):

- Trailer Train: Livery the same as the ones with the yellow TT logo, Blt 9-55, shipped 4-75, with one multicolored Kartrak ACI label per side, in four TTX numbers.
- Trailer Train: Yellow car with centered black italic TT logo, left of it white reporting marks in italic caps and car number on a black rectangle, to the right similar firm name on another black one; rendering shows a New date of 1-55 – surely a misprint that I hope is not repeated on the actual models, since the car also has a Kartrak ACI car label, which wasn't yet invented – in four TTX numbers.
- Same as above in four other TTX numbers

I will not order any of these models, because I have three older and probably somewhat less detailed Walthers models of very similar cars pre-decorated in pre-1956 paint schemes for the Burlington (boxcar red), the Erie (black) and the

Pennsylvania (Tuscan Red).

I might order one or two models from another run of all-new models announced at the same time, of relatively short Fruehauf-built trailers, in both 26-foot and 31-foot lengths, that the real flatcars could have carried. All were available for pre-order, discounted 9% from a nominal price of \$34.99; no ETA was stated.

The models 26 scale feet long, with at least the top of the front rounded and metallic even if their sides aren't, as follows:

- American Carloading Corporation: Red, white and blue.
- Bell of Deerfield: Rather light blue with yellow lettering at three levels of decreasing size, all having reverse shadowing in black: Bell of Deerfield with the "of" in smaller script, above Perishable Freight, above, in italics, Enjoy Nature's Best Eat Vermont Apples. However, I can't find any mention on-line or elsewhere of a matching orchard in Vermont, though a branch of the Deerfield River is in southern Vermont before it joins the main stream in western Massachusetts. A famous Bell's Orchard with an artificial Big Apple on a tower in front of it was in Lake Zurich, IL, near Chicago.
- Budget Pack: Light yellow or ivory with black lettering including big firm name in caps with serifs above Quality Foods in Cellophane less bold caps and serifs.
- Burlington Route (the railroad): All metallic van with large red Burlington in italic caps and lower case outlined in black above thin black horizontal stripes enclosing centered BGQ Railroad in extended sans serif caps above red, white and black Burlington Route herald.
- Byron Transit: Metallic with big red Byron stylized caps.
- Colonial Stores: Blue at top with fancy white Colonial Stores above much smaller and plainer Incorporated in sans serif caps, above white horizontal band with black Rogers

Page 45:

D&H GP39-2 #7619 leads train RW-6a south through Clarks Summit, Pa. on May 24, 1981, Photographer not noted; Jim Odell collection, BLHS Archives.



Pender and Little Star in white caps, superimposed on that band and on a wider green one is a big yellowish five-pointed star with black caps in three sizes for Big Star Super Markets. I have no idea where the stores were located.

- Commercial Motor Freight: Green trailer with Commercial in white script with red reverse-shadowing with the C larger above smaller Motor Freight in black sans serif caps on a white banner edged in red at the bottom, with smaller white caps listing names of cities: Chicago (Illinois), Anderson, Fort Wayne, Indianapolis, Terre Haute (certainly in Indiana), Columbus (likely meaning the one also in Indiana), Cincinnati (Ohio) and Louisville (Kentucky).
- Great Northern Railway: Pullman Green top and bottom areas above and below wider Omaha Orange area divided from it by yellow stripes, with yellow or gold Great Northern in the "Empire Builder" font in the top area, the smaller trailer number in the same color in the bottom one, plus green Fast Dependable Service in the same font with the second and third words starting under the last letter of the preceding one; a small circular red, white and black herald with a Rocky Mountain "goat" is at its center.
- Minneapolis & St. Louis Railway: Narrow green bands top and bottom areas above larger yellow one, with yellow road name in sans serif caps in the top one, smaller trailer number in the bottom one, in the middle one a circular red, white and black herald forward over large green Trailer in sans serif caps with the Rail part taller, followed by smaller Service.
- Missouri Pacific: Dark blue top and bottom bands, gray or silver larger band between them with dark blue Eagle in script cap and lower case followed by Service in smaller sans serif caps and red circular sun or circular saw blade herald with white Missouri Pacific Lines in sans serif caps.
- MTA Transport: Mostly black trailer with top of curved front and all of the back gray or metallic, a thin horizontal red band with thinner black stripes around the front and the length of the sides, below it on the sides a red circular herald with tall white

stylized T and smaller C flanked by intermediate sized M and A; aft of that a "feathered" white shape has black For Reliable above Transportation, both words in italic caps, below the "feathered" shape is white Transport in sans serif caps. I have no idea where this firm operated.

- Riss & Company: All metallic except for a white area near the front of the sides with red, white and black circular herald with a black-outlined rectangle outlined in black has Riss in white with smaller Ship By above it and Co Inc below it; smaller lettering well below the herald seems to indicate that the company operated in Oklahoma and Arkansas.
- Roadway Express: All metallic with all lettering in black sans serif, including Roadway in black caps at the top of the curved front and Roadway Express Inc near the top of the sides above similar but smaller Detroit Columbus and Akron. A smaller trailer for a firm that had many larger ones before it merged with Yellow Transportation to form YRC Inc., a national LTL (less than truckload) carrier.

The models 31 scale feet long also have rounded fronts, but those are the same color as their sides. Paint schemes are:

- Campbell 66 Express: Featuring a cartoon-style camel, mostly yellow with a red 66 on its body, running so fast that it's puffing out a breath between large Campbell and Express in extended sans serif caps, followed by a similar smaller Inc. and over intermediate-sized "Humpin' To Please", including the quotation marks and with the T smallest. One of the most amusing paint schemes used by any trucking firm, it tempts me. I'm not certain where it operated, but US Route 66 famously linked Chicago with Los Angeles as early as the 1930s.
- Chicago and North Western: Yellow above green with red, white and black herald on the former and Piggy Back above Freight Trailer on the latter. The C&NW and the M&SL were among the first railroads to offer piggyback service.
- Erie: Light yellowish body with the main visual element being on a sepa-

rately applied panel on each sides being most of the railroad's familiar diamond shaped herald, with its one-word name in brighter yellow on a black disk, with the letters being of the taller sort as used by the 1950s; the extreme top and bottom of the sides are green.

- Kramer Bros. Freight Lines: Bright red body with firm name in yellow condensed sans-serif caps reverse-shadowed in black. No clear indication of where it operated, but small lettering may indicate that it was in a state the name of which starts with M.
- Lackawanna Railroad: Blue trailer with white lettering, including those words within a rectangular outline and larger The Route of Phoebe Snow. I'd be tempted to order one except that I believe I already have a model of a trailer in a similar scheme.
- McLean Trucking: Fairly dark red body with McLean in pale yellow letters, the C being smaller. I have no idea about where it operated.
- Northern Pacific Railway: Basically in the same two-tone green livery that Raymond Loewy designed to replace the NP's earlier one on its premier passenger trains, plus "Main Street of the Northwest" in white script and a small version of its red and white "yin/yang" emblem.
- Tamiami Freightways: The sides have Tamiami in large extended sans serif caps on large white background above a horizontal blue stripe and a Freightways in italic sans serif caps on a smaller orange background. The stripe continues around the front, where the first word arches over the second, the letters of which have flat bottoms but tops that arched up toward the center.

Kadee

On May 12, the firm announced its latest highly detailed ready-to-run HO freight car model, Atlantic Coast Line 35144, a 50-foot PS-1 boxcar with a functioning cushion underframe with extended coupler pockets, with see-through unpainted metal rooftop running boards, a high-mounted Modern type hand brake wheel, a single Youngstown-type sliding door covering an opening nine scale feet wide - I think moveable on the model - roller-bearing trucks with

realistic-looking simulated springs, as painted when built in October 1962, all black with yellow graphics including, left of the door on each side, Another Cushioned Load in italic sans serif caps with the initials larger, the second and third words under and to the right of the ones above them, plus DF Loader logo just left of the upper part of the door; near the right end of the side is a circular herald with its outline enclosing Atlantic Coast Line in condensed sans serif caps, the first word being smaller than the others. List price is \$44.99, Walthers #380-6423. I think it's highly attractive, and it certainly could have brought many kinds of loads to the Northeastern USA, but I already have an earlier Kadee model in the same paint scheme with a different car number.

On May 20, besides that car the firm still had in stock the assembled and decorated 40-foot PS-1 boxcars decorated for these railroads discussed in earlier issues of our *Bulletin*: Akron, Canton & Youngstown 3383, Ann Arbor 340, Bufalo Creek 1037, Norfolk & Western 645328, United States Navy 61-06454 and Western Pacific 20813. Also these assembled and decorated 50-foot PS-1 boxcars: ACY 3600, GN 29870, GM&O 59521, MP 82345 and WP 36011. Also UP 50-ton AAR design flatcar 57059.

Rapido Trains

As of May 21, the latest newsletter from the company had posted on-line was Volume 229, dated May 11. Some highlights follow.

The firm will be issuing refund credits to customers in the USA who paid tariff surcharges on orders placed directly to it between February 2025 and February 2026, which will be credited to their accounts and will be able to be used on current and future direct orders. This may take several months. Those who have ordered from others and paid tariff surcharges on them will need to request credits from those parties.

Rapido Trains has reduced its shipping fee for direct orders to customers in all states in the USA except for Alaska and Hawaii to \$9.95. The reduction also will not apply to Guam and Puerto Rico.

The firm also is offering special deals to model railroad clubs and to modelers 25 years old or younger to help promote the hobby.

Probably of special interest to Canadi-

an modelers is the return of highly detailed models of LRC locomotives and cars; the order deadline for these was June 15, but some dealers may have purchased some for stock by then. The real locos also pulled other passenger cars, including Tempo cars, blue and yellow VIA cars, plus some others.

As of May 11, the status of HO models was as follows:

Already in stores were the models of Toronto's first subway, AutoFlood hoppers and M60A1 tanks.

Leaving the factory in China in the next week were FT locos and AAR 1937 design 40-foot boxcars.

Leaving the factory soon were "balloon top" coaches (CN prototype, also in other liveries including D&H, for which I think they're not very realistic), GP9u and SW slugs, and Alco- or MLW-built FA1 and FB2 locos in several prototypical liveries.

Tangent Scale Models

David Lehlbach's small firm has announced two new runs of highly detailed models of modern tank cars since I submitted my column for our June issue, which wasn't scheduled to be mailed until May 18 and of course has not yet arrived in the mail as I am writing this on May 20. The models in both runs list for \$69.95 per car, and were all already in stock by May 15, when the second run was announced. I won't be ordering any of these, since 1) they're really too big for my small layout and 2) they lack the potential for adding humorous graffiti that I enjoyed creating on ACF-built "whale belly" tank cars from Atlas some years ago.

The first run, which may have been announced in April, replicates North American Car Corporation 1963-design 20,500 gallon non-insulated tank cars, which NACC produced from 1963 to 1966, for use in shipping various commodities, such as vegetable oils, dyes and colorants, liquid phosphorous, ethylene glycol, kerosene and gasoline. Their welded bodies did not include an expansion dome but do have under-frames, which on some cars had heater coil piping; all had handrails extending the entire length of their tanks. Decorated cars are in these paint schemes:

- A. E. Staley Manufacturing Co.: These handsome cars, in a blue and white livery the firm had designed,

were used for carrying vegetable oils clearly could have come to the northeastern USA. I believe the firm was headquartered in Decatur, Illinois. Four ASEX numbers.

- Anderson Clayton Foods: Tangent calls these cars dark green, though to me it looks even more like black than the Pennsy's Dark Green Locomotive Enamel; they carried food products, had the company's name in stylized caps and lower case along with a small logo; they had internal heater coils with corresponding inlet and outlet pipes on their underbodies. These had been rebuilt in Texarkana, Texas in 1973. Four NATX numbers.
- Black lease cars as delivered in 1966: With minimal white lettering, including reporting marks in Roman caps followed by periods, plus matching numbers, with very small, centered lettering for Hercules Powder Company in sans serif caps above similar but smaller Lessee. What they might have carried isn't mentioned. Hercules did have a facility in South Glens Falls, N.Y. Four NATX numbers.
- Black lease cars as repainted in 1990 or later: This is the most recent livery on the decorated models, with white lettering including Agrico Chemicals over Lessee, all in sans serif caps. Four NATX numbers. Undecorated assembled cars with either white or black tanks were also available, apparently at the same price as the decorated ones.

A participant on "the ARF" posted that a gas - probably he meant gasoline - dealer on the Lehigh & Hudson River at Chester, N.Y., received big cars like these starting in the mid-1960s; he didn't specify which livery they wore. So some of these cars did reach the Northeastern U.S.

Note

Due to space limitations, we could not print the rest of Steve's column this month. The absent items cover non-D&H modeling developments. If any member wants the "full" version, please send an e-mail to curmudgeon_one@gmail.com, and we'll e-mail it to you. No printed copy is available for mailing, but you can print it from the (provided) electronic version. ... JB

DATE BEHS DATE BEHS DATE BEHS DATE BEHS DATE BEHS DATE BEHS DATE BEHS DATE BEHS DATE

Interested in railroads – and especially the Delaware & Hudson?

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

The Delaware & Hudson is the U.S.'s oldest continuously-operated transportation company, and the BLHS was the first railroad historical group to maintain a home page on the Internet (Bridge-Line.org). If you wish to contact President Jim Bachorz, use e-mail blhscurmudgeon@gmail.com.

Deadlines for the **Bulletin** (arrival at the Publications Office, 2476 Whitehall Ct., Niskayuna, NY 12309) are “high noon” on 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.

Unless otherwise requested, exchange issues should be sent to Doug Barron, 29 Hungerford Road, Albany, NY 12203.

The BLHS is chartered by the Regents of the University of the State of New York, and has 501(c)(3) federal status as a tax-exempt organization. The **Bulletin** is sent to its members monthly. Opinions and comments herein do not necessarily reflect the views of the members, officers, or directors of the BLHS. Articles and material may be freely copied, providing the **Bulletin** is cited as the source.

Officers and Directors

President	Jim Bachorz	518-374-9548
Vice President	Chris Shepherd	518-235-7672
Treasurer	open	
Secretary	Barbara Bachorz	518-374-9548
Directors:	Charlie Friderici, Dick Gerard (Chair), Tom McEntee, Pete Piroha, Pete Rankin, Dave Roberts	

Your Staff

Barbara Bachorz, Editor	Jim Bachorz, Publisher
Columnists	Barbara Bachorz, Jim Bachorz, Doug Barron, Frank Dutton, Kurt Matthews, S. Robert Powell, Ph.D., Dick Silber, Rev. Walter Smith, Steve Wagner; and guest columnists as noted.
Circulation	Doug Barron, Barbara Bachorz
Assembly	Barbara Bachorz, Jim Bachorz, Doug Barron, Charlie Friderici, John Milczarek, Marian Milczarek, Pete Piroha, Barbara Silber, Dick Silber
Webmaster	John Shaw
Sales	open

This issue will be mailed “Standard Class” rate (except for First Class issues) at the Albany, NY GMF on June 8, 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.

BRIDGE LINE HISTORICAL SOCIETY MEMBERSHIP APPLICATION

Name _____ Telephone (____) _____

Outwore. _____ Age (opt) _____ Spouse name (opt) _____

_____ Occupation (opt) _____

City _____ State _____ Zip _____ - _____ Employer (opt) _____

E-mail address _____

MEMBERSHIP CLASSES effective 1/1/2016 (per *calendar* year; halved from 5/15 to 11/15; after 11/15, dues cover following year as well):

Regular	<input type="checkbox"/>	\$34 per cal. year**	D&H/CP/Soo/NS/PAR Employee*	<input type="checkbox"/>	\$31 per cal. year**
Family	<input type="checkbox"/>	\$36 per cal. year**	Corporate	<input type="checkbox"/>	\$80 per cal. year**
Sustaining	<input type="checkbox"/>	\$80 per cal. year**	Patron	<input type="checkbox"/>	\$150 per cal. year**

NOTES: *1) Employee membership is for all present and retired D&H, CP Rail, Soo, DM&E, IC&E and NS employees and their spouses.
 **2) All amounts are in U.S.\$, drawn on U.S. bank. A mandatory Canadian surcharge of \$35 covers mailing cost. Optional U.S. First Class postage is \$24/year extra; there is no postal surcharge for Sustaining or Patron members.

What areas of interest apply to you? _____

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

Make check/ money order payable to **Bridge Line Historical Society**, 2476 Whitehall Ct., Niskayuna, NY 12309

05/ 31/ 26