



The Tri-Stater

Periodic newsletter of the Tri-State Railway Historical Society, Inc.

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From the president's desk...

Happy New Year to everyone. Welcome to the first of what will evolve into a permanent newsletter. Our famous and stalwart *The Block Line* will return as soon as we iron out some logistics about distribution and staffing, but for now I'll be the "newseditor." Many thanks to Dr. Anthony Troha for his years at the helm of *The Block Line*. His long hours and diligent research produced a fine product in which we all could be proud. Anthony will still have a hand in the new *Block Line*. Meanwhile, so much is happening in and around the Tri-State community that needs reporting. It's been my feeling that the single thing our group needs most is a monthly newsletter. Many hands make light work, and if anyone would like to help in some way, please drop me a line at mdelvec952@aol.com to talk about it.

Tri-State on Facebook? One of the many ways to share our news is a Facebook page. Facebook is free, and after having signed up as part of one of my musical endeavors, I've seen real value in it. Go to www.facebook.com to sign up, then search for Tri-State Chapter NRHS, click join. It's open to the public, and anyone can post news and photos for easy retrieval. It's almost live reporting. On the first day 15 people signed up, and Charles Smith posted 27 photos of Tri-State fantrips and events. It's all good – MIKE DEL VECCHIO

Tri-State News

Our F3 Moving Forward

A Lackawanna F3? This is the biggest news, and our F3 is probably the biggest project we've ever undertaken. The Equipment Committee now has it on the front burner. This is going to take an all-out effort from all of our members to see it through completion, and we want to do this.

Our F3 history We purchased Bangor & Aroostook F3 No.44 in 1986, and right now we have a once-in-a-lifetime chance to fulfill the ultimate goal for it. June 2010 is the NRHS Convention in Scranton, and what better showpiece in that town than a Lackawanna F3 in the freight scheme? The DL&W freight scheme is one that has not been seen during the preservation era. In addition, this year marks the 50th Anniversary of the Erie-Lackawanna merger, thus the end of the DL&W's corporate existence. With the three fully painted DL&W coal hoppers and other period freight cars at Steamtown, and a DL&W caboose, posing Lackawanna F3s would make a world-class recreation of the old days. We've

contacted the NRHS Convention about the ARHS / Tri-State plans to repaint the units, and they are excited about it. With the DL&W paint scheme complete, our home at the National Park will be secure, and our unit will become a national treasure. And we'll always be able to bring it to New Jersey for appearances on NJTransit and the Morristown & Erie.

Money and more money One problem is, Tri-State doesn't have enough cash to fully restore the unit. Since 1990 our F3 joined a sister F3 owned by the Anthracite Railroads Historical Society in Jim Thorpe, Pa. The ARHS did fabulous job painting them both in CNJ tangerine and blue, a paint scheme native to Jim Thorpe in an effort completely paid for by donations. They were numbered CNJ 56 and 57, ours having the higher number. The pair were stunning. Almost 20 years later, it's time for a repaint.

Recent donations Through a generous donation of services from Norfolk Southern Corporation, the Reading & Northern and the Delaware-Lackawanna railroads, the units moved gratis from Jim Thorpe to Scranton, Pennsylvania, where ARHS and Tri-State arranged with Steamtown National Historic Site to have them on display. They were quite a sight at the Lackawanna Railfest this past fall. The ARHS unit, in much better cosmetic shape than ours, was hosting tours near the roundhouse, while our dusty, rusty CNJ 57 was posed on a work train along the ramp behind the restored roundhouse.

After Railfest In November we began working to get ours running and painted. Work sessions commenced with ARHS and Tri-State volunteers, and mechanic Mike Bast, a full-time railroad mechanic with the Luzerne & Susquehanna. Mike removed our leaking cylinder liner and reconditioned the piston and liner wall, added a rebuilt injector, and the 57 fired up for the first time in many years. Many thanks to Mike and the volunteers who made that milestone possible. Other small mechanical issues exist, but water finding its way into the No.9 cylinder was the most significant. The worst-case scenario would have caused us to give up and sell the unit. The Board the past few years has been questioning our reasons for owning a locomotive, and I've promised them that we'll restore it for the Convention without using our meager general treasury. Let the fund raising begin.

Fund Raising and fun raising Next step is the bodywork. All ten of the steel-and-wood-clad panels along the frame have significant rust. We opted to replace the clad panels with single sheets of steel built out on the edges to the original thickness. We need ten of these panels, which cost about \$250 each. We already have donations for five of the panels, including one from me, a friend in Canada, and a

couple of Tri-State officers. Please, can anyone else contribute toward the panels? Those who contribute will be recognized on a plaque inside the unit.

Nice body Next step is the paint and bodywork. Mike Bast is capable of all of it, as are the ARHS volunteers led by Rich Jahn, the man who applied the CNJ paint scheme. Through quotes over the years, the target for the restoration was \$30,000. With some good volunteer turnout and material donations, we can cut that down a lot, but we also have to plan for things costing more than we think. The biggest part of that initial quote is labor. The Convention is in June, and we have to move quickly. With the proper financial backing, our unit could be painted and looking terrific in a month. But let's not wait. Please consider donating money, material and labor. Hired labor is more efficient on the major work than volunteers, so please consider money as the first option. We will develop premium gifts for the large donors. A pair of Lackawanna freight F3s is so close we can touch it. Please?

Equipment summary

Erie 10. In 2009 we formed an Erie 10 Committee, which has been making great progress. Madison resident and Tri-State member Carmine Toto has been leading the charge. The roof and sides have been painted, the sheet metal over the windows has been removed. Carmine, his son Carmine, Jr., and his employees have been making new window sashes. Sunlight is now inside that car for the first time since it became the Erie 10 after 1951. Electricians have restored the original lighting fixtures from its classroom days. Plans are to install a small air compressor under the car to make the brake stands come alive, and also to finish restoring the interior as a local meeting place. Carmine has been very generous in his donations to the Erie 10 project, and also in allowing our Board to meet on his property at a finished space we share with the Italian-American Club of Morris County.

Lackawanna baggage car 2037 Wearing striped DL&W passenger colors at Whippany, this car was a parts source to get 2038 in Madison into service in 1994. Our equipment committee has negotiated a sale of this car to the Whippany Railway Museum, which plans to turn it into a shop. This is a good move for both parties. We work closely with WRM's president Steve Hepler on many trips each year at Whippany, so it's good that we can help make that space more efficient.

Lackawanna baggage car 2038 Wearing the DL&W's coach green with gold lettering, this car has been our pride and joy. It's outfitted as a working baggage car inside, and in Madison we open it for special occasions. The car has been to Hoboken Festivals since we restored it in 1994, its last trip was to the very last Hoboken Festival, in 2001 just two days before 9/11. With continued operation of the car impractical due to our budgetary demands, the Equipment Committee and Board are considering allowing our new Model Railroad Committee to build a model railroad inside the car. This will bring renewed interest in the car, and a source of funding for its upkeep through local and committee contributions.

Port Murray Cabooses. The Lehigh & New England 580 and Raritan River 10 have been moved to the Morristown & Erie Railway in 2009 and have been in service. We are grateful to the Morristown & Erie and Norfolk Southern for

handling this move gratis. Our Equipment Committee had work sessions to completely repack and requalify the bearing surfaces to comply with NS' requirements, and they did a terrific job. Including Lackawanna 896, all three of our cabooses are current with airbrake inspections and stencils. We found enough coal stoves to outfit all three. The RRRR 10 still has its oil stove, and we'll replace it with coal when time permits. If anyone wants the oil stove, please inquire.

Lackawanna flat car Few members may be aware that we even own this car, but we do. It was a Lackawanna Railroad piggyback flat car that had been behind the old Westinghouse Elevator plant in Succasunna. It was built in the early 1950s from the frame of a wood-sided DL&W boxcar built by the Magor Car Company in Clifton, N.J., in 1925. This car needs a deck and air brake work, and it's stored on the M&E right now. It's one of the very few Magor-built freight cars extant.

The Morris Museum and Tri-State

It was gratifying to see many of you on December 27th at the grand opening of the new model railroad display at the Morris Museum. Special thanks to Tom Kelcec and Dan Morgan for staffing the entire day there with me, and to Don Oberding. Also thanks to long-time Tri-State supporter George Petrie and Ralph Heiss, Sr., for bringing their modular O-27 gauge model railroad, which was operating all day in the main gallery. Safe to say there's never been a railroad display in that main gallery, and it was quite an honor to be part of that. Museum Director Linda Moore will be joining us at our January 26, 2010, meeting to speak briefly and to meet us. We've been meeting at the Museum for more than a year, and I'm so very glad we were able to help them establish a railroad presence. We couldn't ask for a better meeting place. We are working with the Museum to plan future railroad-oriented events in the main gallery and the theater. Stay tuned.

Model Railroad Committee Related to the Morris Museum story is that a new Tri-State committee has been formed. This committee will help maintain and operate the Museum's new railroad. I've always felt that a connection between Tri-State and the model railroaders would be good for the growth of our club, and that goal is becoming reality. The West Jersey Hi-Railers built and operate a modular O-27 (Lionel) model railroad. Each member constructs modules to a certain dimension, and the group combines them in various configurations to fit the need. In a large space, these railroads are quite impressive. Leader George Petrie has been a long-time friend and supporter of Tri-State and our restoration efforts by donating money and lumber. George's group needs a home and would like to be part of our activities. This group is the core of our committee. It gets better: Our Board is considering a proposal to allow them to build a model railroad inside the DL&W baggage car 2038, currently in Madison. The costs of this would be entirely contributed. The car would still be a museum car, but many of the displays and storage items will be moved to Carmine Toto's buildings nearby. How many of us remember Bill Hopping and his Madison Train Show? This new railroad would recall and pay homage to Hopping's Madison Central. It'll build good will, become a focal point and Tri-State fund raiser. Remember that Tri-State began in Tom Taber's office at the Madison station in 1964. We turned 45 in 2009.