

Beaver-Lawrence Railway Historical Society
PO Box 429 West Pittsburg PA 16101

Nov / Dec 2010

Highball

Volume 3, No. 6

High Iron Clickity Clack & Bunk House Gossip From MP 22 & Beyond

BANQUET RESERVATIONS ARE DUE NOVEMBER 6th



UN Tower and B&O 3758 in May 1975.

BLRHS Schedule Board

November 13, 2010 – Banquet, business meeting, & election of officers at the Irish Pub. This will be our last get-together in 2010.

February 20, 2011 – Frosty Rails train show, 10:00 AM – 4:00 PM at the Shenango Twp. VFD social hall, 2424 E. Washington Street, New Castle, PA.

March 12, 2011 – BLRHS business meeting at 6:00 PM at the Homewood Junction VFD. This will be our first meeting in 2011.

BLRHS Bulletin Board

President Wes Maycock wants to thank Ted Fisher for inviting the BLRHS to operate the kitchen at the Shenango Valley train show. In addition, Wes thanks Don, Judy, Barry H., Garry, Regis, and Barry N. for their help in the kitchen and at the society table. Everyone had a good time and we made some money for our society. GOOD JOB!

Our annual banquet & election of officers is Saturday, November 13. Carol Maycock must have your dinner reservations by November 6. The cost is \$20 per person. You can pay at the door or in advance by sending a check to Regis Kuntz. Make sure he receives your check (payable to BLRHS) by November 10.

Jack Polaritz recently donated a number of items to the BLRHS. In addition to several cases of his *P&LE's Berkshires* book (some of which we've already sold), he sent 440 drawings and blueprints ranging from B&LE cabooses to USS blast furnace hot metal cars. Thanks Jack!

It's not too soon to pay your dues for 2011. The cost remains the same - \$30 plus \$5 for each additional family member.

This is the last Highball for 2010. The Jan/Feb 2011 issue will be published on or about January 3. The officers and directors of the BLRHS wish all members, families, and friends a safe and happy holiday season.

Front page photo – The editor thanks John Rust of SD45.com for permission to publish the photograph of UN Tower and B&O 3758. SD45.com is a not-for-profit website dedicated to showcasing historic, artistic & roster photographs of locomotives & railroad photography and is not affiliated with any railroad.

Back page photo – Don Harper was working at the station on September 1, 2010 (one of this summer's 90 degree days!) when a CSX crew arrived to replace some bad rail on Track 2. The photo shows a field weld in progress.

Highball

A publication of the
Beaver-Lawrence Railway
Historical Society

PO Box 429
West Pittsburg, PA 16160

Officers

Wes Maycock – President
Barry Householder – Vice President
Regis Kuntz – Treasurer
Carol Maycock – Recording Secretary

Directors

George Alberti
Don Gee
Clark McKim

Editor

Barry Householder

Assistant Editor

Laurie Mailki

Website

www.blrhs.org

E-mail Address

contact@blrhs.org

The Highball is published six times each year and serves as the newsletter of the Beaver-Lawrence Railway Historical Society (BLRHS).

All submissions related to BLRHS activities and regional railroad history are gladly accepted.

Those who wish to submit material must do so no later than 15 days prior to publication. All submissions are subject to editing for length and clarity.

The BLRHS is a non-profit historical organization under Section 501(c)(3) of the Internal Revenue Code.

West Pittsburg Station



Station Grounds

Weed removal on the B&O embankment continues. Some dead vegetation on the embankment north of the station has been burned, and some small trees in the north woods have been cut and piled up to be burned.

One of the picnic tables and its associated benches have been sanded, primed, and painted pea green. The paint was donated by George Alberti.

Power Plant Rail

RRI Energy's New Castle power plant is donating its abandoned rail sidings and switches to the BLRHS. Several members have worked each Saturday since September 25 and are hoping to have the majority of the removal done before winter weather arrives.

Rail Work Photos by Barry Householder



THE FFESTINIOG RAILWAY

by Judy Taylor

I recently had the wonderful opportunity to ride on the Ffestiniog Railway in Wales from Blaeneu Ffestiniog to Porthmadog. It uses a Fairlie double engine, which can pull a much heavier train.

When the railway opened in 1836 all “down” trains were worked by gravity. The “up” trains were horse-hauled the horses riding back down again in special wagons. In order to traverse the steep mountainsides, where sharp curves ruled out the normal size of railway, a smaller narrow gauge was chosen. In 1863 they replaced the horses with steam engines, which became too small to work the increasingly long trains required by the demand for slate. Robert Fairlie loaned them one of his articulated double engines. It was a huge success as it was the equivalent of two engines (back to back) but cheaper to run as it only required one crew.

Unfortunately the slate industry began to decline, and the railroad closed entirely in 1946. Fortunately it would have required an Act of Parliament to abandon the railway and everything was left in place, derelict and very overgrown, when in 1954 a group of rail fans managed to gain control of the line and began restoration. The growing number of railway enthusiasts produced a ready supply of volunteer labor, and they were able to borrow enough money to set up a special trust. It was progressively reopened with ten total stations. The railway is run entirely by volunteers.

The Welsh countryside is beautiful with mountains, rolling, incredibly green hills and fields full of sheep. Everywhere you look they have lovely dry-stone fences through the fields and up and down the hillsides. It was becoming a lost art, but now they have a school to teach how to build these stone fences.



WHY IS THAT ENGINE FACING BOTH WAYS?



Simon Zeiter



FR Archives

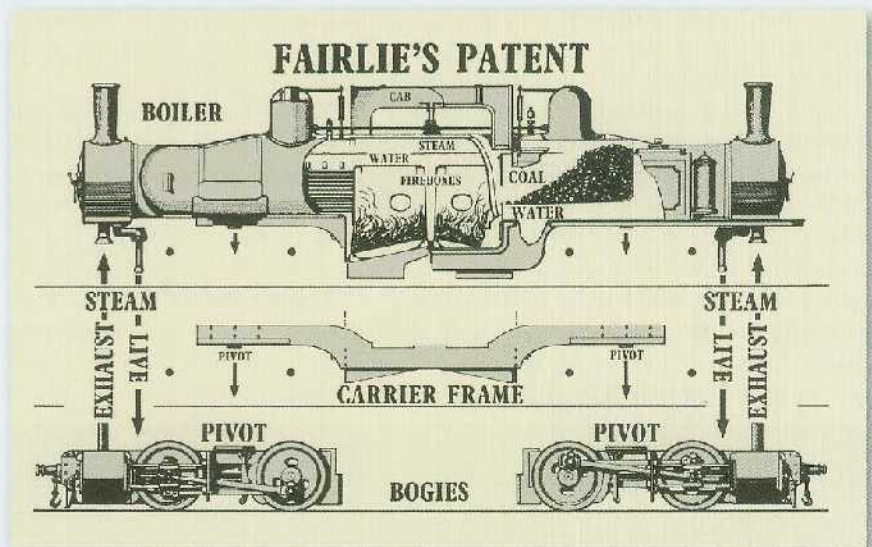
Robert Francis Fairlie (1831-1885) designed the famous double-bogie articulated locomotives which were promoted on the Ffestiniog Railway in the late 1860s.



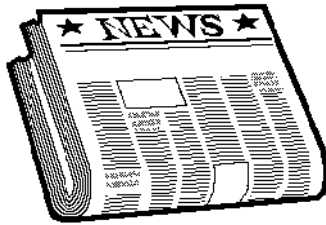
Ray, 2004

THE FFESTINIOG RAILWAY'S FAIRLIE ENGINES ARE UNUSUAL

The Ffestiniog Railway pioneered the world's first locomotives to be constructed with swivelling power bogies, which provide great power and allow much heavier trains to be handled without increasing manpower costs. The double Fairlie engines have long boilers with chimneys at both ends. Of immediately striking and endearing appearance, there are several still to be seen around the railway. As a reward for publicising his design, Robert Fairlie gave the FR free use of his patent and we are still building Fairlies today



The current fleet comprises *Merddin Emrys*, built in 1879, *Earl of Merioneth* completed in 1979 and *David Lloyd George*, put into service in 1992. *Livingston Thompson*, built in 1885 and now thoroughly worn out, is on loan to the National Railway Museum in York. *Taliesin* is a single Fairlie, completed by the railway in 1999. It only faces one way, but has a swivelling power bogie just like its double-ended stable mates. All five of these engines were built in the company's own workshops at Boston Lodge.



Amtrak Orders New Long-Distance Cars *(from NARP News)*

Amtrak has placed an order for 130 new single-level cars for its overnight trains – 25 sleepers, 25 diners, 55 baggage cars, and 25 baggage/dorm cars. The first cars are expected to be delivered in October 2012. The new cars will run on eastern trains to add capacity and to replace 60-plus-year-old diners and baggage cars. Manufacturing and assembly will be at CAF USA's Elmira Heights, NY plant and will create 575 jobs. Amtrak CEO Joseph Boardman said the order “demonstrates our strong belief in the future of intercity passenger rail in America and Amtrak's leading role in meeting this critical transportation need.

Senator Says Time to Reform Freight Rail *(from Reuters.com)*

According to Jay Rockefeller, chairman of the U.S. Senate's Commerce Committee, freight railroads use their market power to overcharge certain shippers and new legislation or regulation is necessary to ensure fair pricing. “Things are going to have to change, and change big time,” Senator Rockefeller stated. The West Virginia Democrat said at a hearing that freight railroads are some of the healthiest companies in the economy but claim otherwise when asked by lawmakers to compromise on pricing reform. “It's past time to update our rail policies to change a system that allows railroads to grossly overcharge captive shippers.”

Edward Hamberger, president of the Association of American Railroads, strongly disputed the findings of the committee's report and Rockefeller's conclusions. “New Washington regulations will undermine railroads' ability to sustain the private investments in the nation's rail network,” Hamberger said in a statement.

GE Inks Deal For Up To 215 Locomotives *(from the Associated Press)*

GE Transportation has signed a deal to deliver up to 215 locomotives to a Brazilian company by 2015. MRS Logistica SA is buying 115 locomotives and has an option to buy 100 more. The deal will not increase GE Transportation's employment at its Erie plant because the engines will be provided by GE's Grove City plant and the locomotives will be assembled in Brazil.

New Jersey & CSX Celebrate Opening of Liberty Corridor Freightway *(from CSX press release)*

On October 8, 2010, CSX, the State of New Jersey and the Port Authority of New York and New Jersey joined U.S. Senator Robert Menendez (D-N.J.) to celebrate the opening of the Liberty Corridor Freightway, a major public-private partnership that provides expanded access to the Port of New York and New Jersey.

Enabling double-stack intermodal freight to flow from the Port of New York and New Jersey to inland destinations, the Liberty Corridor Freightway will increase train capacity, improve service levels and expedite freight flows to and from inland ports. The project will also help keep thousands of trucks off crowded highways each year.

Construction of the Liberty Corridor Freightway was a logistically complex undertaking that raised the clearance of two tunnels in New Jersey to accommodate double stack freight trains. One tunnel, which dates from the administration of Abraham Lincoln, passes through over 4,000 feet of dense rock directly beneath Jersey City, N.J.

The Staggers Act of 1980 Rejuvenated the Railroad Industry *(from Freight Rail Works)*

President Jimmy Carter signed The Staggers Act of 1980 on October 14 of that year. Over the past 30 years, the Staggers Act has transformed the railroad industry -- making America's rail network fast, efficient, safe, green, and low-priced. Thanks to this bill, America's freight rail system is the best in the world. Happy Anniversary to the Staggers Rail Act ... here's to the next 30 years!

Freight Car Orders Backlog Up Sharply *(from RailwayAge)*

The backlog of new freight railcars on order and undelivered climbed to 19,267 on Oct. 1, vs. 14,930 on July 1, 12,990 on April 1, and 10,442 on Dec. 31, 2009, according to information supplied by the Railway Supply Institute.

The Buffalo & Pittsburgh Railroad's 'Green' Locomotives

by Barry Householder

On July 8, 2010 I was driving east on Route 422 when I saw three B&P locomotives running light toward Butler. I quickly turned around and parked near East Butler where I could snap one or two pictures. The first two locomotives were nothing out of the ordinary but the last unit was a switcher so I decided to try to get a shot of it. I knew it was wearing fresh orange paint but didn't realize until later that day that it was a 'green' unit. It turned out that I was lucky enough to photograph 1401, the B&P's first ultra-low emissions locomotive that was not even in service yet.



According to a Genesee & Wyoming press release issued in advance of the 1401's July 12, 2010 commissioning, the locomotive was built via a public-private partnership among the Buffalo & Pittsburgh Railroad, Pennsylvania Department of Transportation, Southwestern Pennsylvania Commission, U.S. Environmental Protection Agency, U.S. Department of Transportation and Brookville Equipment Corporation. The new locomotive uses two smaller, computer-controlled diesel engines in place of the single, large diesel engine in a typical railroad locomotive. By starting the second diesel engine only when needed, a genset locomotive significantly reduces fuel consumption and exhaust emissions.

The 1401 will soon be joined by 1400, a sister unit that is nearing completion in Brookville, PA. According to RailwayAge.com's July 12 edition, both units were originally 1950-vintage EMD SW9 switchers that were destined for the scrap heap. Instead, they were transformed into twin-engine, 1,400-hp ultra-low-emission genset locomotives. No. 1401 was formerly Georgia Central 952; No. 1400 was formerly Galveston Port Terminal Railway RSS 771.

As this issue of the Highball was being finalized, Green Rail News was reporting that 1400 was in the paint shop in Brookville. Log on to <http://www.greenrailnews.com/> for more information about the B&P's green locomotives as well those of other railroads. Green Rail News.com is a complete resource for ultra low emissions rail information, industry news, and selected rosters of genset switching locomotives, hybrids, and other low emissions repower units.



Don Harper photo
Sept. 1, 2010



2114 Rt. 168, Box 429
West Pittsburg, PA 16160
