

# **S.T.A.R.S. INTERNATIONAL**

## **TOUR REPORT** **PENNSYLVANIA & NEW** **JERSEY U.S.A. TOUR '07**

**Report on S.T.A.R.S. visit of 8th to 16th September  
Narrative and sightings by Dave Campbell.**

How to follow 2006's marvellous tour to Chicago? That was the conundrum for 2007 and you can judge for yourselves if that high aim was achieved.

Firstly, it was obvious from the first planning stages that this tour would be very different in structure from the Chicago trip. Whereas Chicago was a single venue tour with bus transport to the various nearby locations, this was a multi-centred tour with considerable long-distance rail and road travel. Secondly, whereas in Chicago we were welcomed to visit yards and depots by many of the railroads, both passenger and freight, on this tour we were in predominantly NS and CSXT territory for freight operations and they are the least welcoming class 1 railroads for railfans. Thus we would have to rely more on line-siding and yard viewing for our number crunching and photographic opportunities in depots would be more limited. Nevertheless, the tour was designed to provide an exciting mixture of city and rural landscapes with some of the most famous sights in the world to stimulate us – the Statue of Liberty, Horseshoe Curve, the Empire State Building, Juniata Shops, New York Grand Central Station, Hoboken Terminal, Sand Patch and Cresson – what a mouth-watering combination!

### **Saturday 8<sup>th</sup> September**

After looking at the alternatives, Graham Curtis and I decided to fly to Newark, New Jersey with Continental Airlines from Bristol. I picked Graham up and we had a short and easy drive to Bristol where the car parking was efficient and we were soon in the short queue to check in for the only flight that day from Bristol to the USA. In the queue we met fellow tour participants Alan Carter and Phil Tingey and the check-in was so smooth and angst-free that we had time for a leisurely full breakfast before we assembled in the departure lounge. What a wonderful contrast to the cattle market that is Heathrow or Stansted.

The flight to Newark was smooth and fast and we arrived early at the large, modern airport. Even immigration was smoothly and quickly negotiated, though the official was as surly as ever. Graham, Alan, Phil and I boarded the inter-terminal air-train to catch the mini-bus to our hotel and were joined on the way by Christian Muehlheim, who was his normal cheerful, chatty self. We found the mini-bus for the Robert Treat Hotel and as we approached it the door was flung open, and we were greeted by a broadly grinning Scottish doctor – Peter Fogiel had arrived just before us and was sheltering from the heat in the air-conditioned mini-bus.

The drive to the hotel in downtown Newark was short, but we passed through some quite run-down suburbs which served to remind us of the contrast between the super-modern, corporate-machine fed airport and the poor, rather forgotten underclass that makes up so much of big city America.

Anyway, after checking into our rooms and a quick wash and brush up, the day was still quite young and the sun was shining brightly so we all decided to make our way to Newark Penn station to see what was about. Newark Penn still boasts its expensive and ornate waiting area which was built at a time when the railroads were affluent and growing and liked to show that off. Thankfully, unlike New York Penn station the infrastructure was preserved rather than demolished when the railroads declined as personal travel in cars and truck haulage took away so much of their revenues. However, while the waiting room is great, the platforms above are narrow and very dark and not at all conducive to spotting or photography. Thus we decided to debunk to Elizabeth, a few stations to the south of Newark where there is open space and the electric trains on the four track main line that is the North-East Corridor can be easily spotted, photographed and videoed.

We spent a couple of excellent hours at Elizabeth with a good stream of Amtrak expresses, including some of the TGV look-alike Acela trainsets speeding through on the way to Boston or Washington. The local trains are now operated by New Jersey Transit, a State-owned company that has taken over the old 'Penn' local services. I could just imagine the old GG-1s flying up and down the lines in years gone by!

At 6 o'clock we had a tour meeting at the hotel where many of us met and greeted old friends seldom seen, and Adrian explained the ins and outs of the week to follow, and handed out our Amtrak tickets for later. We all praised Peter Fogiel and Keith Grafton for their excellent planning of the tour and the extensive and indispensable tour information handbooks and roster lists they had provided for us. It was very good to see Anita at the meeting and we all wished her well in her recovery from her recent illness.

### **Sunday 9<sup>th</sup> September**

The first day proper of the tour began with a short tram ride to Newark Broad Street station where we found a building site and a couple of ticket machines to ply with cash. Our train to Morristown soon arrived behind a NJT Bombardier/Adtranz ALP4600. The NJT railroad has 29 of these electric locos in a smart black and silver livery – very familiar in outline to European railfans as DB class 145 look-alikes. Globalisation strikes again!

Our journey to Morristown through the New Jersey towns and countryside was interesting but we were all looking forward to our first visit of the tour, to the workshops of the Morristown & Erie Railroad where we hoped to see some old Alco locos stabled. At Morristown we made our way towards the branch line and were met by the Railroad's Chief of Police, August Greiner, in his highly starched uniform and chrome- decorated 4x4 station wagon – very impressive. As with all US railroad officials we seem to meet, he was extremely welcoming and accompanied us on the short walk to his railroad's shops where we were allowed free reign to walk about and photograph the small selection of locos present – including a few Alcos as expected. He explained some forthcoming interesting workings we could see, but unfortunately without road transport they were out of our reach. After a leisurely and enjoyable visit our guide parked his 4x4 broadside across the main road, lights flashing, to allow us a safe return to the station. We continued our journey up to Dover, where we hoped to see some more NJT locos parked up for the weekend.

As we approached Dover we passed the yard with quite a few NJT trains with diesel and electric locos present. We could identify most of them from the train, but with plenty of time in hand we decided to walk around the public roads to the yard. Once there we could see and photograph most of the locos without difficulty, but unfortunately one carriage shunter was surprised at the sight of a dozen or so camera and binocular-wielding individuals close to the yard and called the local Police out to investigate. As we returned to the station two Dover Police cars pulled up and questioned some members of the party. They were soon

reassured that our presence there was entirely innocent and left to continue patrolling the large market that had taken over the town centre. We too availed ourselves of ice-cold drinks and snacks in the glorious hot sunshine before boarding our train for our return to Newark. With the organised visits complete most of the party continued on the train to alight at Secaucus where two main lines cross; the electrics on the high level to New York and the diesels on the low level to Hoboken – think Tamworth the other way round, but much more modern and with more platforms. From Secaucus we could see the nearby Croxton Yard with a good selection of NS locos stabled and identifiable with binoculars. Many of us then continued to Hoboken Terminal and returned to Newark via the PATH line which passes the CSXT yard at Kearny where we were able to pick up a few more locos.

### **Monday 10<sup>th</sup> September**

Today would be a packed day as the guests of NJT. We started by meeting the station manager at Newark Penn who showed us around the building and explained its history and their hopes for the future. Passenger numbers are good but investment is difficult with a perceived lack of Federal support for railroads. A train had been lined up to take us to the Meadowlands facility of NJT but to the station manager's utter embarrassment this train was severely delayed. Thus we returned to the platforms for more spotting of the morning rush hour and some of us huddled at the narrow platform end to photograph the trains entering the station over the impressive lifting bridges. There was plenty to note, with NJT diesels and electrics on push-pull, NJT EMUs, Amtrak locos and Acela trainsets and PATH 'tube trains' all coming and going.

Eventually a diesel-hauled ECS train was found to take us to Meadowlands and we all hopped on board to the surprise of the guard. He soon made us welcome and ushered us to the front of the train so we could alight at the small staff halt at the depot complex. As we passed through the yards we could well see the extensive facility here with lines of carriages and locos awaiting our visit. We were met at the staff halt by our hosts and by Curt, an American friend whom Peter had met while working on the Trans-Siberian Express (not a bad job to get!) and who would shadow much of our tour in his stylish Cadillac.

A full and excellent visit followed with loads of locos and units on view in the heavy maintenance shops, the running shed and stabled around the complex. This included a number of SW1500 switchers and GP40PH-2 diesels which are surplus and awaiting sale. With the recent delivery of 33 new Alstom PL42-AC diesels the NJT are working hard to modernise their fleet and improve fuel efficiency and reduce emissions.

After a really superb visit we caught another train from the staff halt to continue to Hoboken Terminal where we eventually found our guide who showed us around the impressive building with its grandiose departure lounge from which the rich and famous caught their liners in days now long gone. There are plans to refurbish the huge space and to replace the famous tower which once dominated the terminal, but funds are scarce and new commercial uses for the terminal need to be found to make the plans really viable. Unfortunately with time against us the visit had to be curtailed a little, much to the disappointment of our very enthusiastic guide. A disappointment for us was that the visit did not include a tour of the stabling point, but we picked up all the loco numbers from our train.

Final installation of the day was Secaucus station where we viewed the very busy evening rush hour, with trains passing almost continuously on both levels. I chose to stay on the lower, diesel level while the rest of the party went upstairs. Thus I missed a few speeding electrics but got a good number of excellent shots of the diesels in the bright sunshine with the Manhattan skyline in the background. On many occasions I was approached by curious commuters as I stood in isolation at the end of the platform, and all were extremely friendly and wished me an enjoyable holiday – you just don't get that at Clapham Junction!

## **Tuesday 11<sup>th</sup> September**

Today was the day to leave the big city and travel south, then west into the great outdoors. With our small travelling bags packed we gathered on the platform at Newark Penn to catch the Amtrak train to Wilmington. As we boarded one member of our party found he had left his tickets in his main luggage at the hotel, but thankfully the train guard allowed him on the train and he was able to obtain duplicates from our Amtrak contact once we got to Wilmington.

The journey south was pleasant though the low-slung Amtrak coaches don't offer a great view. We passed through Philadelphia with its sprawling, run-down industrial suburbs and yet another dark, dingy station. We identified just a few locos on the way, including some on the Amtrak stabling point there. We continued towards Wilmington passing the large Amtrak facility before alighting at the station. Here we were met by our Amtrak guide, Karina Romero, another lady and very friendly of course. She quickly organised taxis for us and sorted out our little ticketing problem and soon we were being greeted at the Amtrak heavy maintenance facility. Here they maintain all the electric locos used on the North-East Corridor, including the modern HHP-8 locos. Our guide explained that Amtrak staff have not received pay rises for the last 8 years and he apologised in advance if any of his staff commented on that during our visit. He echoed the feelings of our NJT guide that the US Federal Government was undervaluing and under-resourcing the railroads in favour of road transport. In the event we were greeted with only warmth and interest from all the staff in the heavy repair shops and the ancillary workshops. Apart from Amtrak locos there were also locos of the MARC railroad present for contracted heavy overhauls and these made for good photos in the well-lit workshops. Outside were a range of diesel and electric locos including two damaged AEM7 electrics that will be repaired once funds are available, as Amtrak needs to strengthen its electric fleet. Some P42DC diesels in the 800 series are now surplus however and Amtrak are seeking buyers or leasers for these locos, hence the presence of one such loco on trial with NJT at Meadowlands the previous day.

All too soon another excellent visit was over and our taxis returned us to the station where we just had time for a snack before boarding a northbound Acela trainset the short distance back to Philadelphia. The Acela reminded me even more of a TGV once I'd ridden on it – and with premium fares they are best avoided in my opinion, unless you're in a hurry!

At Philadelphia we were able to admire the huge, ornate waiting room – another legacy to the past grandeur of the Penn Railroad - and utilise the adjacent multi-story car park to view the Amtrak stabling point and clear that up. We could also see in the distance the large stabling yard full of SEPTA 'married pairs' of units and some of these worked into Penn station on the high level and were noted by the unit collectors.

Next we boarded the Amtrak westbound train to Harrisburg to alight at Lancaster for our visit to the Strasburg Railroad Museum of Pennsylvania. Unfortunately as we gathered at the station entrance it was clear that taxis were in short supply. Curt appeared in his Cadillac and took a car-full away as we tried in vain to summon up the local taxi companies. Eventually one taxi appeared but with several groups of local people also seeking transport it was obviously woefully inadequate. Peter Fogiel had previously checked with the museum and been informed that taxis were plentiful and there was no need to pre-book. That was clearly incorrect and we were effectively left high and dry and had no choice but to wait at the station and complete our journey to Harrisburg.

Curt's party returned just before our train arrived and confirmed that the museum was excellent but that even they had not really had sufficient time to see everything – that's somewhere to come back to, then.

On arrival at Harrisburg we all photographed the stuffed GG-1 under the overall roof under the watch of the local Police before they cleared the platform. While Peter, Adrian and John Foster went to pick up our hire cars we waited at the station noting a steady stream of NS freights pass through – a glimpse of what was to come.

Finally our drivers returned with three people carriers and we all clambered in. Graham and I went in Adrian's car with Christian as co-pilot and Richard Davies and Dave Smith in the back. We were the third car in the convoy and unfortunately we became separated from the others at the very first set of lights! Adrian parked up and after a couple of rather testy phone calls to get directions we continued our journey to meet up with the others on the outskirts of Harrisburg. From there it was a short and easy drive to our hotel alongside the vast Enola Yard of NS. As the light was fading it was a quick check-in and a scamper down the road to identify as many locos in the yard as we could. The uniformity of the black and white NS livery was broken by just one fifty year-old SW9 switcher of the Patapsco and Back Rivers Railroad. Fortunately all our party avoided any collisions with passing cars as we did our spotting and we then enjoyed a really excellent meal in the diner next to our hotel before retiring – the only minor irritation being the lack of beer available!

### **Wednesday 12<sup>th</sup> September**

The next morning we did another reconnaissance of Enola Yard, this time in the bright morning sunlight. Then we loaded up to start our road journey to the Sand Patch gradient of CSXT. Richard and Dave decided to take advantage of Curt's generosity and travel with him, leaving just four of us in Adrian's car.

The drive was long, but easy and after a couple of stops we were approaching the Cumberland area and the Sand Patch gradient. After stopping briefly for some final directions we arrived at the overbridge crossing the line – just in time to see two CSXT helpers pass below us. We eagerly parked up and joined two US railfans on the bridge in anticipation of a steady flow of heavy freight trains.

Our optimism was not well-placed however as just along from the bridge was a permanent way gang blocking one of the lines. Our American friends soon advised us that no trains were due for some time, and their crackling scanner only captured conversations between the track gang and the dispatchers – not from train crew. We passed the hours in conversation with our new friends; one worked for CSXT and the other for NS. We told them of our plans for the next few days and they expressed their approval for what we were intending to do. They re-emphasised their own employers' obsession with security, advising us to stay well out of NS and CSXT property – these organisations being very keen to keep all unauthorised people away, even their own employees!

At last, after a very long wait, we were rewarded with three freight trains in quick succession, all double headed with CSXT power. The show over, we bade goodbye to our US friends and then departed down the hill and into Cumberland where we were staying in the Holiday Inn right next to the station, with rooms overlooking the tracks, of course. After another quick check-in we returned to our cars for the short drive out to Cumberland yard where there is a large CSXT maintenance depot. From various vantage points around the depot we were able to identify dozens of locos stabled and passing. As I returned to our parked car I was approached by a local resident who gave me a slightly soiled CSXT baseball cap and wished me well – what a lovely gesture!

Dinner in the hotel allowed us to spot passing freights, of which there were many, before bedtime.

### **Thursday 13<sup>th</sup> September**

As with the previous day our first task was a return to the nearby yard where we picked up a good number of new locos. We also noted the morning Amtrak train passing with three locos on the front.

Then we left Cumberland and CSXT to head for Altoona and NS territory. Our first port of call was the Juniata shops, a huge building to this day, but just a small part of the once even more extensive Altoona railway complex. We drove down to the turntable area to view the locos gathered there, with quite a few still in Conrail livery. We then cleared up the line of helpers in the nearby yard before walking the whole length of Juniata shops picking up dozens of NS locos, including a large number of stored RP-E4D slugs and severely damaged D9-40CW 9914 on accommodation bogies. At the very end of the yard we even found four old NJT diesels stored. We rejoined our cars at a nearby shopping centre, taking the opportunity to use its facilities and purchase some much needed provisions after a long walk.

Our next visit was to the nearby Altoona Railroaders Memorial Museum where we looked in awe at the aerial photographs of the site in its prime (think Swindon or Crewe but much, much bigger) and photographed the preserved GG-1. Keith and I joined a group of elderly locals in the conference room to watch films of the construction of the nearby Horseshoe Curve, punctuated by some peaceful snoring from the audience! Like so many UK railways the line was built by Irish immigrant labourers. After a while most of our party had gathered on the footbridge to watch the passing freights and it was obviously time to go.

It was only a short drive to Cresson for our next hotel, but the sight of a double stacked container train winding its way along the side of the mountain was a spicy foretaste of what was to come the following day. At Cresson we soon found our hotel – the railfans' paradise that is the Station Inn, with its porch just a few yards from the main line and its passing trains going up and down the steep incline. We were greeted by Tom Davis, the owner, and made very welcome, of course. We made the most of the last minutes of daylight to photograph the passing freights and the evening Amtrak service and to walk up to the small stabling point where pairs of NS SD40-2 helpers await their next call. After a quick meal in a local restaurant we all assembled on the hotel porch to listen to the scanners and spot the locos until darkness and tiredness dictated we retire to our rooms for the night, full of expectation for an extraordinary day to follow.

### **Friday 14<sup>th</sup> September**

We were all up at first light as the freight trains thundered up the hill outside our hotel. As a slow freight plodded up the centre track it was inexorably overtaken by a loaded coal train that shook the ground as it passed – what a marvellous way to start the day!

We took breakfast in shifts, and mighty good it was too, before we mounted up for the short drive along the line to Gallitzin where trains can be photographed entering and exiting the tunnels. We spent an interesting spell here with some good action. It's quieter here than Cresson as there are two routes to Horseshoe Curve and after chatting for a while with residents at another railfans' hotel overlooking the tunnel portals we decided to move on to the Curve for what promised to be a real highlight of the tour.

We arrived at the bottom of Horseshoe Curve to find that the funicular railway to the viewing area was closed for maintenance. Thus we had to climb the hundreds of steps by foot, which caused a bit of a problem for some of our party. After photographing the caged old Penn Railroad GP-9 diesel we spread out around this National Historic Monument to await the first train. After a pair of helpers had passed, we were rewarded with a double stacked container train coming down the hill, hauled by NS SD70M 2615 and D8-40W 8320

(in Conrail livery). The sight and sound of heavy trains coming up, down and around Horseshoe Curve is certainly one that any railfan would enjoy and I will long remember watching in awe as two trains passed in opposite directions to thunderous noise and shaking earth. However, being on the inside of the curve does rather limit the photographic opportunities and it was also disappointing that no refreshments were available – all the machines were empty and the kiosks closed. Thus I was quite pleased when we decided to leave after a couple of exciting hours and head for Portage where trains that avoid Gallitzin can be seen and photographed.

After taking some more good shots at Portage we headed back past Cresson to Cassandra near the bottom of the incline. Here we met more railfans, some from UK, who were also out and about. By now the weather had turned and it was raining, but we managed to shelter under the trees and nip out to take photographs as the trains passed. Finally, on our way back to Cresson we stopped off to view a SD40-2 belonging to R. J. Corman in a small yard. Back at Cresson we still had time for a few more photographs before darkness fell and the lure of a good meal and drink became too much. Another evening followed on the porch of the Station Inn with banter, beer and trains – not a bad combination.

### **Saturday 15<sup>th</sup> September**

Today we had to return to Newark and thus it was an early start with no breakfast. We had decided the evening before to take breakfast in the diner at Enola, which would mean that if we were running late we could carry on through to Harrisburg and be sure not to miss our train to Newark.

The drive to Enola was pleasant and stress-free and breakfast at Enola was just superb, as we had expected. The diner was packed and we feared the worst but the service was swift and efficient and the food was plentiful and tasty – even Adrian's appetite was fully sated. We even had time to clear up the locos in Enola Yard before dropping the cars off and boarding our train at Harrisburg.

The journey back to Newark was relaxing and we stayed on the train through to New York Penn Station as we had an afternoon visit arranged with Long Island Railroad at their loco depot at Morris Park. We caught a LIRR service to Jamaica where our guides met us and showed us onto a train to alight at the nearby staff half for the depot. We dropped our bags off at the office and enjoyed a full visit including a group photo on the running boards of freshly painted SW1001 switcher no 100. We were shown the large, old depot building with its derelict traverser and our guide explained the railroad's ambitious plans for the future.

Our hosts were so accommodating that time was moving on and Adrian was keen to return to our hotel. He added that he would not be coming on our last visit the next day to Metro-North Commuter Railroad and that John Foster would lead the party. Our hosts offered us a further tour of the LIRR unit depot but some of us, including me, opted instead to return to Newark. Graham and I did some late afternoon photography on Jamaica station before catching a train to New York Penn where we met up with Keith and Peter for a very crowded trip back under the river to Newark. Peter had to stay on our train to catch his plane home from Newark Airport and we bade him farewell, and heartfelt thanks for all the work he had done to plan the tour and to make it run so smoothly.

That evening Keith completed the last arrangements for the next day's trip to Metro-North Commuter Railroad in Croton-Harmon and announced that he too would not be able to go as he had to catch an early flight home. We thanked him too for all his great effort organising the tour and his excellent company.

## **Sunday 16<sup>th</sup> September**

Thus it was a much reduced party that met up at Newark Penn station for the last day of the tour. Under John Foster's leadership we caught a PATH train to the World Trade Centre and took a poignant look at Ground Zero just a few days after the sixth anniversary of the fall of the Twin Towers. It was a truly humbling experience and as we walked through the nearby streets, lined with their tall skyscrapers I could vividly remember the TV images of that fateful day – a crisp, sunny autumn morning just like this one.

We caught a subway train to New York Grand Central station and experienced another great monument to the hey-day of the railroad, with its huge, impressive booking hall and waiting area, its shopping malls and its sheer ambiance. We caught our MNR train to Croton-Harmon, enjoying views through Manhattan, into Harlem and on up the east bank of the Hudson River.

At Croton-Harmon we were met by our guide, John N. Militano, who had given up his Sunday to show us around his depot – and with such enthusiasm as well! As we walked through the sidings towards the workshop we noted and photographed a range of MNR locos, including some of the last-built F Units, still in use on peak commuter trains. Also present were a number of P40B-8 locos on lease from Amtrak to supplement their own fleet of similar locos. We enjoyed another excellent visit with a guide who really seemed to appreciate our interest, and who was pleased to show us round even though they had a public open day planned in just a few weeks time. All too soon we were back at the station and returning to New York, our tour over. As we got off the train at Grand Central station we said our goodbyes and headed off in different directions – some back to Newark Airport for an early flight, some to do some shopping and some off to sample yet more of the New York transport system.

Graham, Phil Tingey and I left Grand Central on foot to find a cheapish restaurant where we had a great shepherd's pie and a couple of beers. We walked on down a bustling Fifth Avenue admiring the famous names of shops and streets and parted close to Penn Station as Phil had to return to Newark for his flight. Graham and I turned the other way and enjoyed the view on this beautiful, sunny day from the viewing platform of the Empire State Building. The next day we returned to Elizabeth and then to Secaucus for more photography of Amtrak and NJT trains in the continuing glorious sunshine before we too took the train to Newark Airport for an uneventful flight back to Bristol. And so ended the USA Tour of 2007.

## **Conclusions**

This tour was always going to be very different from the Chicago tour and must be judged on its own merits. The visits to the passenger railroad installations were superb. Amtrak (again), New Jersey Transit, Long Island Railroad and Metro-North Commuter Railroad all did a brilliant job of making us welcome, showing us around their facilities and ensuring we had a great time while we were with them.

It is a great pity that the only freight railroad that would support our hobby in the area we visited was the Morristown & Erie Railroad, a short line railroad. They were great, but it was tantalising to view places like Juniata, Cumberland and Enola and know that we had been denied official visits and could not even think of seeking permission to visit 'on spec' or view from roadways on their property. It's a great shame when other large railroads such as BNSF and UP made us so welcome elsewhere and also seemed to genuinely enjoy our interest in their organisations.

It was also disappointing that we could not visit the museum at Strasburg, but that for me was only a very minor detraction. It'll still be there for years to come.

That saying, the lineside locations were generally excellent and some of the most famous in North America and I'm really pleased to have visited them and experienced what they had to offer. We had no real problems with over-zealous Police or security staff even in New York and I would suggest you're more likely to get hassled in London nowadays. I would certainly consider returning to the Sand Patch, Cumberland, Altoona and Cresson areas again for some more of their wonderful freight trains. Thus, the tour was everything I expected from a railway enthusiast's perspective and all I can do is say 'Thank you' yet again to Peter Fogiel and Keith Grafton for all their hard work and expertise in putting the tour together.

Of course, there's more to a tour of this nature than just the trains – honestly, there is! This was quite a strange tour as far as the party dynamics go. There was certainly the usual great companionship that makes STARS tours so enjoyable – old friendships rekindled, interesting chats over a few beers or a tasty dinner and funny stories shared while waiting for trains at the line-siding locations. These were all present in abundance. However, there was certainly an undercurrent of tension at times. Some members of the party virtually opted out of large parts of the tour to travel with Curt and follow a rather different itinerary, meeting up with the tour party here and there as they pleased. This detracted in my opinion from the unity of the tour party. Additionally there were some obvious disagreements between Officers at various points, undoubtedly due to them having different interests with so many alternative places to visit, although to be fair even in the best regulated tours Officers will always disagree, but no blows are ever made! This was an unnecessary shame as the tour seemed to be running very smoothly and the organisers were working very hard and successfully to ensure everyone was enjoying the tour.

Finally, we seemed to leave quite a trail of unhappy hotel staff as well. That's not necessarily a fault if they are trying to sting us for unfair payments, but I especially remember one young receptionist in tears one morning being comforted by members of our party after a particularly difficult altercation, following yet another 'cock-up' in the bill. STARS have a duty to look after its members, who would expect nothing less. I can understand the pressures of leading a tour party, but perhaps a little more patience, empathy and tolerance would reduce or eliminate the tension and make for an even better atmosphere.

So overall I would deem the tour a resounding success and a very positive and worthwhile experience. There was talk on this trip of another USA tour in 2008 and some details are already available in the tour brochure and on the website. I can hardly wait to return to the States for more of their wonderful railroads!

### **Haulage**

Note – not all the party travelled on the same trains all the time. Below are the ones I travelled on during the tour. Please note I don't collect 'tube train' numbers for PATH, LIRR or MNR! Also at New York Penn it is often impossible to get the train loco number as the train is in the station before you are allowed on the very over-crowded platform.

#### **Saturday 8<sup>th</sup> September**

Newark Penn to Elizabeth	NJT 4603
Elizabeth to Newark Penn	NJT 4620

#### **Sunday 9<sup>th</sup> September**

Newark Broad St to Morristown	NJT 4607
Morristown to Dover	NJT 4609
Dover to Secaucus	NJT 4609
Secaucus to Hoboken	NJT 4112
Hoboken to Newark Penn	PATH

#### **Monday 10<sup>th</sup> September**

Newark Penn to Meadowlands	NJT 4119
Meadowlands to Hoboken	NJT 1478
Hoboken to Secaucus	NJT 4106
Secaucus to Newark Penn	NJT 44

#### **Tuesday 11<sup>th</sup> September**

Newark Penn to Wilmington	AMTK 934
Wilm/ton to Philadelphia	AMTK 2011 + 2022
Philadelphia Penn to Lancaster	AMTK 936
Lancaster to Harrisburg	AMTK 938

**Saturday 15<sup>th</sup> September**

Harrisburg to New York Penn AMTK 939  
 New York Penn to Jamaica LIRR  
 Jamaica to Morris Park LIRR  
 Morris Park to Jamaica LIRR  
 Jamaica to New York Penn LIRR  
 New York Penn to Newark Penn NJT ?

**Sunday 16<sup>th</sup> September**

Newark Penn to World Trade Center PATH  
 New Yk Grand Central to Croton-Harmon MNR  
 Croton-Harmon to New Yk Grand Central MNR  
 New York Penn to Newark Penn NJT ?

**The Sightings****Saturday 8<sup>th</sup> September**

Newark Penn AMTK 654/62, 938/41/49/53, 2011/22, NJT 4119/21/25/26, 4406, 4603  
 Elizabeth AMTK 651/63, 907/37/38, 2004/18, NJT 4421, 4600/02/19/20/27

**Sunday 9<sup>th</sup> September**

Newark Broad St. NJT 4607/09  
 Millburn NJT 4410  
 Morristown NJT 4217, 4407, 4606/09  
 Morristown & Erie RRM&E 18, 19, 7215, RRPX 563, USA Dept of Veterans 7299  
 Dover NJT 4100/01/06, 4302, 4401/25, 4607/09/17/26  
 Newark Penn AMTK 651, NJT 4301, 4417/28  
 Croxton Yard NS 2777, 5351, 5618, 6583, 7639/54, 8385, 8951, 9372.  
 Secaucus AMTK 902/23, 2007/28, NJT 4112/15, 4406, 4603/27  
 Hoboken MNR 4191, 4903, NJT 4001/06/09/10/23/29/31, 4102/03/11/15/26, 4217, 4604.  
 Kearny Yard CSXT 310, 637/50, 2761, 5205, 5433, 7504, 7618, 8553/96, 8765.  
 Newark Penn AMTK 904/23/35/39, 2000/02, NJT 4121/27, 4402, 4600/02.

**Monday 10<sup>th</sup> September**

Newark Penn AMTK 652, 904/07/09/35/37/39/41/46, 2001/03/10/15/23/25/30/31 /35/39, NJT 4113/17/19/21/26/29/41/45, 4202/18, 4409/10/21/23, 4602/03/07/12/16/21/22/23.  
 Harrison AMTK 571, NJT 4300, 4417.  
 Kearny Yard CSXT 637, 5250, 7504, 8730, 8821  
 Meadowlands Facility AMTK 835, MNR 4192, NJT 500/01, 4004/08/11/12/13/15/18/21/27, 4108/09/14/18/20/22/25/26/28/35/36/37/38/39/40/42/43/44/46, 4200 /01/03/05/06/12/15, 4301/03, 4404/05/07/11/12/13/14/18/22/24/26 /30, 4605/11/14, passing NJT 4006, 4100/24/45.  
 Hoboken MNR 4188/93, 4905, NJT 502, 4000/05/06/07/10/23/28/29/30/31, 4101/03/06/07/10/11/12/13/15/50, 4204/27, 4425.  
 Secaucus AMTK 651, 925/42/43/45/47, 2010/15/16/27/33/38, MNR 4188/91, 4905, NJT 4000/03/05/09/10/14/17/20/24/25/29/31/32, 4104/05/06/10 /15/16/24, 4216/17, 4400/02/08/09/16/19/20/23/27/28, 4600/01/02 /03/07/08/09/10/12/13/15/19/20/21/22/24/25/26/27/28.  
 Newark Penn AMTK 936, NJT 4319, 4421.

**Tuesday 11<sup>th</sup> September**

Newark Penn AMTK 660/63, 934/49/53, 2007/11/21/22/24/28, NJT 4113/21/29/39/42, 4423/28/29, 4607/13  
 North Philadelphia CSXT 2814  
 Philadelphia Penn AMTK 133, 720, 923/39/41/50, NJT 4210.  
 Wilmington AMTK 909/12/17/19/26/51, 2005/08/11/22, NS 9829.

Wilmington Shops AMTK 523/24/27/74/77/78, 661/64, 722/24/37/38/42, 818/21/32, 915/18/20/22/30/40/44/48, MARC 4900/01/02/10.  
Philadelphia Penn AMTK 514, 901/33/36/42, NJT 4207.  
Exton AMTK 40, 723, NS 9537, 9895.  
Lancaster AMTK 923/38/43.  
Harrisburg PRR 4859 plinthed.  
AMTK 75, 946, NS 2617, 2731/40/44, 3039, 7551, 8326/53, 8422, 8874, 9211/62/81/84, 9686, 9831.  
Enola Yard NS 2214, 2611/24, 2732, 2897, 3061, 3370, 5154/78, 5215/18/26/77, 5331/53, 5601, 6603/82, 6726/77, 7563/88, 8305, 8591, 8641/94, 8744, 8831, 9011, 9393, 9630/86, 9714/65, 9803.

### **Wednesday 12<sup>th</sup> September**

Enola Yard NS 939, 2201/39, 3020/42/57, 3414, 5113, 5217/33, 5439, 5660, 6122, 6641, 8318/56/85, 8405, 8899, 8924, 9058, 9183, 9238/71, 9679/86, 9758, 9805, PBR 113.  
Sand Patch CSXT 5273, 5408, 7540, 7624, 7753, 8143, 8537, 8626.  
Cumberland Yard CSXT 16, 133, 232, 301, 420, 679, 2214, 2431, 2668/77, 4595, 5221/37, 5501, 5847/64, 5952, 6155, 6441, 7343, 7857, 8103/06/29/31, 8251, 8449/60/85, 8503, 8724/71, 8855/61/72/76/80.  
Cumberland BNSF 4086, CSXT 15, 167, 542, 2655, 4678, 4730/37, 5012, 5352, 5459, 7384, 7590, 7835, 8065, 8611, 8801, FURX 3040, 7288.

### **Thursday 13<sup>th</sup> September**

Cumberland AMTK 2, 11, 71, CSXT 310/48, 514/74, 637/77, 2570, 5293, 5394, 7338, 7653, 7739, 8015/76, 8249, 8786.  
Cumberland Yard CSXT 526/42, 2221, 2655, 2745, 4606, 4755, 5203, 5338, 5458/59, 6153, 6446, 7384, 7589, 7612/41/99, 7725/79, 8070/93, 8111/99, 8202/08, 8477, 8787.  
Juniata Shops NJT 270/74/93, 302, NS 55, 56, 59, 913/15/18/24/26/29/30, 1361/63/71/88, 1585/90, 1611/22, 2206, 2578, 2694, 2797, 2839/63, 2908/09/27/28/30/34/53/54/84, 3003/73, 3199, 3284, 3335/38/44, 3815, 4011, 4270/71/76, 4611, 5046, 5234, 5319/42/46/47, 5417, 6509/12/23/25/55/86, 7142/43, 7200/03/13, 8374/75, 8423/29, 8687, 8871, 9194, 9338, 9807/56, 9914, UP 5983.  
Altoona Yard NS 2218, 2540, 2603, 3071, 3337/3/41/42/45/47/48/49/51/57/59 /68/72, 5320, 6736.  
Altoona BNSF636, NS2378/593, 3423/28, 5257/58, 7588, 8758/869, 9883, 9946.  
Altoona RR Museum PRR 4913.  
Cresson AMTK 57, NS 2628, 2739/43/44, 3243, 3336/37/39/40/41/45/46 /47/48/50/51/52/53/57/59/62/68/70/72/73/74, 3428/33, 5283, 6625, 6706/77, 7566, 8975, 9017, 9403/36/86, 9587, 9630/95, 9712/65, 9876/78, 9942.

### **Friday 14<sup>th</sup> September**

Cresson NS 2763, 3336/37/45/47/51/68/73, 3428, 6724/35/79, 7201/12/13, 7506/60/70, 8372, 8673, 8930, 9134/60, 9237, 9420/98, 9793.  
Gallitzin NS 3339/40/41/42/43/46/48/49/59, 3423/27/33, 6724/35, 7201, 7637, 9337, 9587/91, 9671/81, 9712, 9940.  
Horseshoe Curve PRR 7048 plinthed, NS 2615, 3336/37/43/45/47/51/68/73, 3427/28, 6603, 7619, 8320/25, 8444, 8769, 8886, 9312/75, 9503, 9734/83.  
Portage NS 2628, 3336/48/59/73, 3413, 6754, 7516, 9014, 9559.

Cassandra NS 2748, 3339/40/41/43/50/53, 3423/27, 7584, 8666, 8933, 9015, 9255, 9658, 9899.  
 Corman Yard RJCP 3478.  
 Cresson BNSF 634, NS 2614, 2759/62/67/75/78, 3336/42/43/47/49/68/73, 3437/32, 6649, 6733/89, 6806, 7547/63, 8367, 8410/17, 8554/91, 8962, 9011, 9359/94, 9660, 9706/82, 9823, 9936/54, UP 4098.

**Saturday 15<sup>th</sup> September**

Cresson NS 2706, 8432, 9801/04  
 Enola Yard NS 939, 2109, 2200/01/08/15/25/33, 2520, 2611/17, 2897, 3036/60/72, 3256, 3413, 3805, 5180, 5215/16/17/26/79, 5601/61/67, 6188, 6641, 6703/18/54, 7551, 8320, 8427, 8705, 8831, 9188, 9756, 9831.  
 Harrisburg AMTK 40, 939/42, NS 2740/66, 9835.  
 Lancaster AMTK 919.  
 Radno AMTK 57, 721/23.  
 Philadelphia Penn AMTK 142, 514, 662, 720, 925/36/37/41/47/50, 2030/31.  
 North Philadelphia CSXT 1127, 2814, NS 5313.  
 Princeton Junction AMTK 908.  
 Midway AMTK 522/76.  
 Linden AMTK 2035/39, CSXT 4412.  
 Newark Penn AMTK 901/26, NJT 4119/26.  
 New York Penn AMTK 660, 931/35, NJT 4618.  
 Sunnyside AMTK 572/73, 700/02/12, 904/05/17, 2017/36, LIRR 102/04, NJT 4611.  
 Kew Gardens LIRR 157/58/61/64/70.  
 Jamaica LIRR 154/64/66/70/72, 408, 504/05/20/22.  
 Morris Park LIRR 100/03/07/52/63/68/71, 397/98, 400/01/02/04/13/17, 500/06/07/11/14/19.  
 Sunnyside AMTK 571/72, 651, 702/15, 905/38.  
 New York Penn AMTK 706/07, 935, NJT 4618.  
 Secaucus AMTK 911.

**Sunday 16<sup>th</sup> September**

Kearny Yard CSXT 222, 424, 657/83, 2761, 7855, 8821.  
 Ludlow MNR 224.  
 Croton-Harmon AMTK 706, MNR 208/17/23/25,  
 Croton-Harmon Shops AMTK 833/34/36/38, MNR 105, 202/03/06/09/14/15/16/20/24/28/29, 404/05/10, 2008/12/16/24/26.  
 Greystone MNR 231.  
 Harlem/25<sup>th</sup> Street MNR 101.  
 New York Penn AMTK 707, 916/24/41, 2030/31.

For the unit collectors I noted the following NJT EMUs during the course of the tour:

1305/08/09/10/11/13/14/16/18/19/23/24/25/26/28/31/32/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/64/65/66/67/68/69/72/73/74/75/78/79/80/81/82/83/84/85/86/87/90/91/92/93/94/95/96/97, 1400/01/02/03/04/05/06/07/08/09/12/13/14/15/16/17/18/19/20/21/22/23/24/25/28/29/30/31/32/33/36/37/38/39/40/41/42/43/44/45/46/47/48/49/52/53/54/55/56/57/58/59/60/61/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/88/89/90/91/92/93/94/95/96/97, 1502/03/04/05/06/07/08/09/12/13/14/15/16/17/18/19/20/21/22/23/24/25/28/29/30/31/32/33.

and the following SEPTA EMUs around the Philadelphia area on 11<sup>th</sup> and 15<sup>th</sup> September

101/02/17/18/29/30/35/36/45/46/69/70/79/80, 205/08/14/20/22/26/56/58/59/64/68/77/84/308/09/16/17/30/31/44/45/82/83/88/89, 429/30/51/52/53/54/55/56, 9002