

Thank you for your support of the Bridge Line Historical Society's restoration efforts. Your purchase of this tape helps to generate the funds required to complete the restoration of Delaware and Hudson caboose # 35842.

A limited number of the 1991 all D & H and 1992 all Alco tapes are also available from the Society should you wish to complete your collection

The making of this video tape was, to a large extent made possible by the able assistance of Jack Wright railfan at large, pursuit car driver and navigator (also owner of the video camera). Thank you Mr. Wright!

You will note some fuzziness and video "noise" during scene transitions particularly at the beginning of the tape. This was caused by a dirty fader switch on the enhancer used during editing. I apologize for the screw up but I believe you will enjoy your trip along the Bridge Line Division.

So, sit back relax, turn the volume up and enjoy the ride.

Thanks again

George Elston and Slightly Shaky Video Productions

We begin our visit with Train 553 heading south at Worcester N.Y. Train 553 is running under slow orders due to the presence of a radioactive waste container in the consist. We see runbys at Cooperstown junction (note Leatherstocking Chapter N.R.H.S. GG1s), Oneonta, Wells Bridge, crossing the Susquehanna near Bainbridge, at Bainbridge, near Afton, rolling past BD interlocking in Binghamton and creeping into Bingo yard.

From Binghamton it's off to Scranton for a visit to Taylor yard where we are surprised by the sudden appearance of the Pocono Northeast pulling into Taylor. Stopping by the Yard office we are treated to a smoke up courtesy of # 5002. Then it's back up to the bridge to catch 555 and the Lackawanna Valley backing into the yard.

Later we spot 555 again at the Nicholson viaduct and, briefly, at Martins Creek.

Another early spring day finds us at Saratoga yard where we find train 556 coming from the north into yard limit territory with a dead CN F unit in tow. Shortly thereafter the Fort Edward and Corinth locals depart the yard for their daily chores. We choose to follow the Corinth job and catch it working the grade at Greenfield, passing an old D & H hack at Kings, crawling through South Corinth, passing by the Corinth station and moseying through the backyards in Corinth.

Heading back to Saratoga we find the mix 'n match Alco yard switchers at work then it's back to Mohawk for another look at 556 and it's F unit. One parting shot at south Schenectady and we call it a day.

Later in the week we stop by Mohawk yard and check out the waiting power when what should appear but a pod of great white whales towing train 556. In the long rays of an early spring sunset we follow them to south Schenectady and Delanson.

A gloomy May morning finds us in Schaghticoke N.Y. in pursuit of the B & M interchange train PODH. A fine mist is falling as we pan their run across Fishermans Lane trestle but the rain stops for a rollby at Reynolds crossing across the river from Mechanicville. Heading south to Albany we stop in Waterford to watch local SC-1 switch the G.E. plant. Rain again! Arriving at the Port of Albany we see the Conrails Selkirk / Kenwood job bringing cars for the C.P.

Mohawk again for a threeway meet. 271 westbound and 270 eastbound arrive and hold for Amtrak train 69 which eventually slithers through the yard bound for Montreal.

X2000 is here! Heading north for a lakeside shot of the supertrain we decide to see what's shakin' in Whitehall. Not much as the line has been cleared for the (alleged) pending arrival of the X2000. We do capture a pair of midwest natives idling away in the yard. After setting up at Putnam station on the lake and waiting 1 and 1/2 lifetimes we do get a fleeting glimpse of the

savior of rail passenger travel unfortunately by led another alien invader in the form of a Turboliner. Still breathless from this remarkable display we cruise back south to Ft. Edward where we manage to miss the 2000 but do capture the hardworking Ft. Edward local sharing the road with traffic. Later at Mohawk yard we find 270 working the north end where it picks up extra power and then clears for Amtrak train 68. Heading to the south end we catch train 553 entering the yard (listen closely and you can hear Glen " Machine Gun " Perry blasting away).Off to Ballston Lake for a 553 runby and another day on the rails comes to a close.

Back at Mohawk sometime later we catch train 270 pulling in with logs and a loader. A couple of days later it's 270 again running by at Schenevus with Guilford G.E.s .We follow it to Richmondville where we discover that in our haste to get the shot we have locked ourselves out of the car. So much for further hot pursuit !

A cool windy Saturday finds us at Northeast Industrial Park home of the B.L.H.S. caboose. In spite of constant interruptions from the nearby Conrail main we have actually managed to get some work done. Unfortunately the appearance of Lightning Stripes brings all work to a screeching halt . The Kenwood yard job spends a couple of hours switching the Park days making concentration on restoration work most difficult.

It's late August now and we find ourselves in Oneonta yard en route to Bingo. Here we find the shops trackmobile puttering around and CP RS18 switching cars for the shops. On to Binghamton we find train 553 departing for the trip north with mucho Alcos. Heading north we catch them at Hillcrest then head for Dyes crossing to see and hear them straining up grade. Trackwork in the Afton area has called for slow orders so we manage shots at Harpursville trestle, Nineveh near the junction, Afton and Bainbridge after which due to a slight miscalculation we are blown off. Not to worry though as we soon catch a meet between 270 northbound and 556 southbound at Oneonta. Once again we are treated to the big Alco show courtesy of train 556. About face and south again for runbys at Bainbridge, Afton, the trestle and Belden Hill. As daylight disappears we linger to catch a low light glimpse of 271 following close on the heels of 556.

September 19th. D.& H. Family Days. Heading south from Saratoga we catch the passenger special at Glennville then in for a station stop at Schenectady where engineer Gus Negus hangs out the flags. At south Schenectady the special smokes up the grade after which we head for Howes Cave for more uphill action. While the train loads in Cobleskill we leapfrog to Richmondville for still more hillclimbing. Fortunately for the chasing brigade there are slow orders after the hill which give us time to set up for shots at East Worcester, Worcester, Schenevus Lake and Emmons. As the Picnic Special rolls into Oneonta we can smell the burgers cooking for the guests . After flipping a few, eating a few and taking in the sights it was time for the northbound chase. We

managed shots at Emmons, Worcester, West Richmondville, Esperance Station and Schenectady before the light faded away.

And now for something totally different. We're off to central Vermont to see the other Canadian owned bridgeline of the northeast. You guessed it the Central Vermont.

We first catch sight of the northbound at White River Junction then follow north across the Royalton trestle to the lumberyard in Sharon for some switching then on to Bethel for additional work. After a runby in Randolph the northbound takes the siding in Roxbury to await a meet with its southbound counterpart. The wait isn't long as we hear the southbound on her knees on Roxbury Hill. After a running meet in Roxbury and a beautiful glide past a pond nearby it's off to Bethel for switching. Running through South Royalton, Sharon and across the Hartford trestle we arrive back in White River Junction. After picking up and setting out it's southward again. Across the high bridge in Claremont N.H. and through Charlestown in the same state we hit Bellows Falls just in time to see the Green Mountain Alco being put to bed. As the sun sinks slowly in the west the CV burrows beneath the streets of Bellows Falls and continues south as we call it a day.

On October 25th and 26th the Slightly Shaky crew had the privilege of witnessing the rebirth of former Lehigh Valley C-420 number 414 on the Southern Railroad of New Jersey. After the demise of the L.V. this unit worked on the D. & H. until it was wrecked as a result of sabotage in North Creek in the mid 80's. It was subsequently acquired by the current owner of the S.R.R.N.J. and lovingly restored to its former glory.

Day 1 finds us on a caboose hop from company H.Q. at Winslow Jct. down the Conrail line to Tuckahoe where we head out the branch toward Cape May Courthouse.

The following day finds us heading south to Landisville to retrieve a boxcar. All in all an enjoyable late fall visit to the Jersey pinewoods.