

USA TRIP JANUARY 2014.

Another visit to the USA and this time mostly around NY and NJ to start with, and then venturing a bit further later in the trip. A weekly season on NJT would be the validity to cover me for all moves from Sat 18th to Fri 24th, apart from that Amtrak tickets had been purchased in advance prior to leaving the UK, and any other tickets were bought as and when required. My main aim of the trip was to try and get my last four NJT GP40 locos, and also try and get a few runs in on the other NJT GP40s as well plus the last two remaining NJT F40s also if they were still in traffic.

Friday 17th January 2014.

After an early start to get to Heathrow, a lightly loaded flight on very dud Virgin Atlantic G-VROC got me to JFK more or less on time despite a late start. I was well pleased to see no queue at immigration and was quickly checked into the USA with a friendly “welcome back Mr. Callaghan” from the border agent. My baggage soon came and it was then a trip on the airtrain to Jamaica before a quick spin on LIRR and then into New York. Once at New York I soon got my weekly season from Port Jervis to Bay Head at the NJT ticket windows that would be my validity for the next 7 days, a bargain at \$139.50. After this I then checked into the Hotel Penn over the road and that would be my base for 12 nights. A quick nightcap or five then followed at Stout NYC, which is across the street from the side door of the hotel, before wrapping up for the night after a long day.

L.I.R.R.	<u>409</u>	1800 Jamaica to East Williston
L.I.R.R.	<u>408</u>	1829 East Williston to Jamaica
L.I.R.R.	EMU	1901 Jamaica to New York Penn

Saturday 18th January 2014.

A nice start to the day with one of my required NJT electrics on the first train I covered. My plan at Secaucus was to head downstairs to the diesel lines but a quick check of an inbound electric service produced another winner which saw me head straight back to New York. Once back at Secaucus I did a few moves on the diesels but there wasn't really anything that I was after knocking about, although I did score a couple of the less than spectacular dual modes. Eventually I ended up on the Spring Valley Line and took a break at the brewpub opposite the platform at Pearl River station, with, at last, a GP40 being my traction back to Secaucus. I then headed back to New York and once again Stout NYC was my chosen location to end the day, eventually getting back to the hotel at 01:30.

N.J.T.	<u>4649</u>	0907 New York Penn to Secaucus
N.J.T.	<u>4661</u>	0925 Secaucus to New York Penn
N.J.T.	4609 & 4619	1007 New York Penn to Secaucus
N.J.T.	4023	1031 Secaucus to Waldwick (via B.C. Line)
N.J.T.	<u>4529</u>	1123 Waldwick to Paterson
N.J.T.	<u>4530</u>	1159 Paterson to Ho-Ho-Kus
M.N.R.R.	4910	1227 Ho-Ho-Kus to Secaucus (via Main Line)
N.J.T.	4534	1335 Secaucus to Ridgewood (via Main Line)

N.J.T.	4030	1430 Ridgewood to Hoboken (via Main Line)
N.J.T.	4016	1529 Hoboken to Pearl River
N.J.T.	4019	1617 Pearl River to New Bridge Landing
N.J.T.	4511	1649 New Bridge Landing to Pearl River
N.J.T.	4200	1928 Pearl River to Secaucus
N.J.T.	4617	2025 Secaucus to New York Penn

Sunday 19th January 2014.

After a well-deserved lie in, today started with the 11:07 departure ex NYP. As the train pulled out a winner electric was spotted in an adjacent platform and so at Secaucus I hung around on the upper level and sure enough after a short wait my winner showed up and was taken to the Airport, where as I watched the train pull out I realized that I had left my hat on board, and it was bloody freezing out which wasn't ideal. I then went back to Secaucus covering services in and out of Hoboken, with much better luck than yesterday with NJT GP40s but no sign of my required machines. A very quick break was taken during the day in "The Office" at Ridgewood, a bar that had been recommended to me, but it was full and standing with sports fans watching a game so I didn't hang around long. Later in the day I paid a visit to the brewpub outside Woodbridge station (J.J.Bittings) before heading back to base in New York.

N.J.T.	4648	1107 New York Penn to Secaucus
N.J.T.	<u>4608</u>	1123 Secaucus to Newark Airport
N.J.T.	4626	1206 Newark Airport to Secaucus
N.J.T.	4211	1231 Secaucus to Waldwick (via B.C. Line)
N.J.T.	4211	1332 Waldwick to Secaucus (via B.C. Line)
N.J.T.	4030	1431 Secaucus to Ridgewood (via B.C. Line)
N.J.T.	4217	1530 Ridgewood to Secaucus (via Main Line)
N.J.T.	4200	1623 Secaucus to Waldwick (via B.C. Line)
N.J.T.	4200	1732 Waldwick to Secaucus (via B.C. Line)
N.J.T.	4530	1831 Secaucus to Plauderville
N.J.T.	4217	1853 Plauderville to Secaucus
N.J.T.	4603	1916 Secaucus to Woodbridge
N.J.T.	4603	2152 Woodbridge to New York Penn

Monday 20th January 2014.

Despite being a weekday a modified weekend service was in operation as today was a holiday in the USA. At Secaucus I was surprised to fall onto NJT GP40 4101 on a service from Port Jervis, covering for the more usual MNRRL locos that work these turns, and upon arrival at Hoboken I determined by checking the departure screens that it would be working back a little later and so I decided that would be a good move to kill a large chunk of the day. Also noticed when arriving at Hoboken was loco 4112 moving around the yard on a load three set, and when the 10:10 service to Bay Street had a late platform change from a high numbered platform to platform one I hoped that 4112 would be working this in place of the expected EMU (the low numbered platforms at Hoboken are not electrified) but in the event it was a dual mode that was kicked out. With not much else to do I worked out a fill in move that would get me back to Secaucus to have 4101 to

Port Jervis which just about worked with a very tight connection. A pleasant run was had to Port Jervis where I had about 90 minutes to kill, and so rather than head up the hill away from the station as I have done in the past, I walked along the road adjacent to the track and came across a gem in the shape of the railway themed Eire Hotel where some excellent food and beer was consumed. After heading back to Hoboken there were a couple more GP40 moves on offer before I headed to Gaslight Brewing outside South Orange Station, but the beer wasn't up to much and the stout in particular was quite poor. Once back in New York for the night I had a couple of beers in Blarney Rock before crashing out for the night.

N.J.T.	4640	0907 New York Penn to Secaucus
N.J.T.	4101	0921 Secaucus to Hoboken
N.J.T.	4511	1010 Hoboken to Newark Broad Street
N.J.T.	4647	1030 Newark Broad Street to South Orange
N.J.T.	4604	1057 South Orange to Secaucus
N.J.T.	4101	1131 Secaucus to Port Jervis (via B.C. Line)
N.J.T.	4101	1507 Port Jervis to Hoboken (via B.C. Line)
N.J.T.	4101	1813 Hoboken to Secaucus
N.J.T.	4211	1835 Secaucus to Waldwick (via Main Line)
N.J.T.	4214	1932 Waldwick to Secaucus (via B.C. Line)
N.J.T.	4647	2020 Secaucus to South Orange
N.J.T.	4600	2157 South Orange to Secaucus
N.J.T.	4618	2229 Secaucus to New York Penn

Tuesday 21st January 2014.

Today began with the earliest start of the trip so far and yet another winning electric to Secaucus, where I then spent just over an hour on the the low level platforms hoping for one of my winning GP40s to show up. The weather was freezing and I really wished I still had my hat, and before long snow started to fall. Eventually I ended up taking one of my last PL42 locos into Hoboken before heading indirectly back to New York, then over to Grand Central to cover the Hudson Route for a few hours. A successful time was spent riding the Hudson Route with five new engines from the six I sampled, I was well pleased. All the while the temperature was well low and snow carried on falling. By the time I was back in New York the snow had made quite an impact and it appeared that everybody had decided to leave work early. Trying to get on the S line shuttle from Grand Central to Times Square was difficult to say the least, I failed to get on the first two departures and just about squeezed onto the third. Once at Penn station it was apparent that NJT was also struggling, the departure I did was a late starter and I managed to squeeze myself on, however some people had to be left behind. I was glad to get off at Secaucus, where at last I more or less fell straight into a winner GP40 (4108) on the first available service to Hoboken. At Hoboken it was noticed that 4108 would be forming the 16:30 service to Hackettstown so I decided to stick with it, also noting that the 17:10 behind was a GP40, albeit number unknown. I devised a move that would see me take 4108 to Dover for the unknown GP40 behind to Mount Olive and then 4108 back towards Hoboken. This was good in theory but the snow was now getting pretty deep and arrival at Dover was about 15' late. After a long wait in the cold and still falling snow the

unknown loco eventually turned up about 40' late but I wasn't going to complain as it too was a winner, 4109. In order to get back on 4108 I would now have to get off at Lake Hopatcong, however we started slowing down before arrival and then came a PA announcement saying we were holding to wait for the train I wanted to catch to clear the single track and pass us by, Doh! I decided to stay on 4109 until a station where there were signs of life, having worked out that 4109 would not be going back tonight where as the following train would. Netcong was reached and I spotted a bar over the road and jumped off, deciding that I would shelter there and watch out for the following train to make sure it ran, and to determine if it could get to Hackettstown in time for a right time departure on its return which I would do from here. This plan fell to bits as the bar was shutting early due to lack of custom caused by the weather, however the barman took pity on me and said I could have a quick beer. As luck would have it just after I left I got to the station a few minutes before the train to Hackettstown arrived 25' late and with yet another GP40, so things worked out well in the end although I ended up in New York a lot later than I expected, however I was quite pleased with what I'd had – two winners, also Newark Broad Street to Hackettstown via MSU had all been new track for me with GP40s. On the downside when waiting at Dover I found out that the next day was going to be modified weekend service because of the weather. Once in New York I took a couple of pictures of the snow covered street outside Penn station and then did an important job I should have done a couple of days ago – bought a new hat.

N.J.T.	<u>4639</u>	0701 New York Penn to Secaucus
N.J.T.	<u>4002</u>	0824 Secaucus to Hoboken
N.J.T.	4212	0843 Hoboken to Garfield
N.J.T.	4025	0916 Garfield to Secaucus
N.J.T.	4618	0936 Secaucus to New York Penn
M.N.R.R.	<u>207</u>	1043 New York GC to Croton-Harmon
M.N.R.R.	<u>203</u>	1150 Croton-Harmon to Tarrytown
M.N.R.R.	218	1217 Tarrytown to Croton-Harmon
M.N.R.R.	<u>201</u>	1250 Croton-Harmon to Tarrytown
M.N.R.R.	<u>206</u>	1317 Tarrytown to Croton-Harmon
M.N.R.R.	<u>231</u>	1350 Croton-Harmon to New York GC
N.J.T.	4641	1520 + 15' New York Penn to Secaucus
N.J.T.	<u>4108</u>	1553 Secaucus to Hoboken
N.J.T.	4108	1630 Hoboken to Dover (via MSU)
N.J.T.	<u>4109</u>	1832 + 40' Dover to Netcong
N.J.T.	4202	1944 + 25' Netcong to Hackettstown
N.J.T.	4202	2032 Hackettstown to Newark Broad Street (via M'Twn)
N.J.T.	4635	2234 Newark Broad Street to New York Penn



MNRR 201 at a bitterly cold Tarrytown.

Wednesday 22nd January 2014.

Today was a fairly quiet day compared to yesterday, mostly due to it being weekend service. Did a few leaps on the trains out of Hoboken hoping to get some nice snow pictures, even though the snow had now stopped, the fallen snow on the ground wouldn't be going anywhere soon due to the temperature. Was tempted to take another run to Port Jervis on 4101 but got off at Ramsey after passing a freight at Waldwick and hoped it would come through while I was waiting and it did. Was a bit annoyed then to later pass 4150 heading to Port Jervis and would certainly have taken that most or all of the way. During the afternoon and evening another visit was taken both to Pearl River and Ridgewood for beers before another visit to Stout NYC upon arriving back into New York.

N.J.T.	4627	0907 New York Penn to Secaucus
M.N.R.R.	4913	0931 + 20' Secaucus to Ridgewood (via B.C. Line)
M.N.R.R.	4912	1030 Ridgewood to Secaucus (via Main Line)
N.J.T.	4101	1131 Secaucus to Ramsey Rt 17 (via B.C. Line)
M.N.R.R.	4906	1214 Ramsey Rt 17 to Clifton
N.J.T.	4030	1253 Clifton to Waldwick
N.J.T.	4023	1332 Waldwick to Secaucus (via B.C. Line)
M.N.R.R.	4905	1425 Secaucus to Pearl River
M.N.R.R.	4905	1617 Pearl River to Secaucus
N.J.T.	<u>4522</u>	1735 Secaucus to Ridgewood (via Main Line)
M.N.R.R.	4904	1904 Ridgewood to Secaucus (via Main Line)
N.J.T.	4608	1936 Secaucus to New York Penn

N.J.T.
N.J.T.

4653
4649

2007 New York Penn to Secaucus
2025 Secaucus to New York Penn



MNRR 4906 at Clifton.

Thursday 23rd January 2014.

Unsure if NJT was back to normal weekday service today (severe lack of information the night before) I opted for a quick visit to the Hudson Route again to start with. This turned out to be a bit of a calamity to start with as my train got as far as the first stop of Harlem where the heating and lights promptly packed up. After a bit of faffing around a half expected announcement came over the PA that the train was going out of service and everybody off, another train would come directly behind to pick us up. With plenty of spare hauled sets at Grand Central I was expecting to be able to carry on my journey on one of these but they had sent out an EMU and were telling people to change at Croton-Harmon so I waived it. The next inbound was dud so I kept waiting and eventually took the service an hour behind the train I had caught originally. As virtually everything I saw out was not required I decided to get back to New York quite quickly and was at least rewarded with a winner on my trip back to the city. Back in New Jersey it was normal service so I did a bit of coverage around Secaucus and Hoboken but my last two GP40s were being elusive and so I eventually opted to do 4109 to Dover via MSU and then back with 4108 via Hackettstown, a nice move to get in a few more miles on my recently scored locos. Just for a change another day ended with a visit to Stout NYC before bedtime.

M.N.R.R.	217	0943 New York GC to Harlem 125th Street (CAPED!)
M.N.R.R.	202	1054 Harlem 125th Street to Croton-Harmon
M.N.R.R.	<u>224</u>	1150 Croton-Harmon to New York GC
N.J.T.	4624	1305 New York Penn to Secaucus
N.J.T.	4520	1322 Secaucus to Hoboken
N.J.T.	4206	1400 Hoboken to Newark Broad Street
N.J.T.	4607	1420 Newark Broad Street to Secaucus
N.J.T.	4522	1453 Secaucus to Hoboken
N.J.T.	4515	1529 Hoboken to Secaucus
N.J.T.	4109	1553 Secaucus to Hoboken
N.J.T.	4109	1630 Hoboken to Dover (via MSU)
N.J.T.	4108	1820 Dover to Hoboken (via Morristown)
N.J.T.	4108	2020 Hoboken to Secaucus
N.J.T.	4622	2037 Secaucus to New York Penn

Friday 24th January 2014.

Having seen no trace of my last two GP40s, 4203 and 4208, I decided on a visit down to the isolated Atlantic City route to see if they were down there. An early start was required to get to Trenton from where I was hoping to get a SEPTA electric to Philadelphia, however the train I was hoping would be a hauled set was an EMU, so I did the NJT light rail to Pennsauken instead, at least it saved me paying for a single to Philadelphia if nothing else. Locomotives out on the line were 4213, 4219, 4800, 4801 and 4803, so no sign of my new GP40s but two of the P40DCs were winners, sadly one was on the spare set. Once I'd finished my moves I did the light rail back to Trenton, but the connection off my train was already leaving Pennsauken as we pulled in slightly late so I passed time by heading the wrong way at first, more than anything to get out of the cold, this was interesting enough though as it went past the light rail depot and an NS yard. I managed to get back to Secaucus for part of the evening rush, the most notable loco for me was 4150, which I managed to have in and out of Hoboken before heading back to the Big Apple. This concluded my travel on the NJT weekly ticket and I'd like to think I got good value from it. Again Stout NYC was the chosen place to spend the evening, I think I had a bit too much though as I couldn't even remember leaving and going back to the hotel.

N.J.T.	4636	0617 New York Penn to Trenton
N.J.T.	DMU light rail	0742 Trenton to Pennsauken
N.J.T.	4219	0920 Pennsauken to Atlantic City
N.J.T.	4213	1118 Atlantic City to Atco
N.J.T.	4803	1212 Atco to Egg Harbor City
N.J.T.	<u>4800</u>	1248 Egg Harbor City to Pennsauken
N.J.T.	DMU light rail	1347 Pennsauken to Walter Rand TC
N.J.T.	DMU light rail	1406 Walter Rand TC to Trenton
N.J.T.	4618	1525 Trenton to Secaucus
N.J.T.	4108	1649 Secaucus to Hoboken
N.J.T.	4900	1713 Hoboken to Secaucus
N.J.T.	<u>4531</u>	1725 Secaucus to Hoboken
N.J.T.	4520	1748 Hoboken to Paterson

N.J.T.	4150	1839 Paterson to Hoboken
N.J.T.	4150	1945 Hoboken to Paterson
N.J.T.	4031	2031 Paterson to Secaucus
N.J.T.	4635	2053 Secaucus to New York Penn



NJT 4800 arriving at Egg Harbor City.

Saturday 25th January 2014.

My plan for today had been to head to Danbury and spend a while at the railroad museum before heading to the brewpub in Peekskill in the afternoon. The museum plan had to be binned as I didn't actually get up until 14:00, with a head that felt like it had been slammed in a door several times. I still wanted to go to Peekskill so I set off and luckily my head cleared a bit on the way. At Peekskill a minor scare took place as the brewpub was closed and looked derelict. I was sure that I'd seen some recent gen posted on the internet so I enquired at a shop where I had it pointed it out to me in its new location, phew, not shut, just relocated and still only two minutes walk from the station. Back in New York I took a subway towards Chelsea Brewing at Pier 59 (had to walk last few blocks) and spent a while in there, then took a subway back to the hotel and called it a day.

M.N.R.R.	<u>219</u>	1543 New York GC to Peekskill
M.N.R.R.	211	1835 Peekskill to New York GC

Sunday 26th January 2014.

My plan today involved covering Shore Line East as I wanted to do the track they cover diesel hauled. Today I would do New Haven to New London with diesel and on Tuesday

I would do Stamford to New Haven to finish the track off. I was relieved that the Amtrak service I was taking to New Haven was on time, over the last few days since the snow came Amtrak was having a lot of delays and cancellations, mostly with the ACELA services. A good day was had and I was pleased to get a GP40 (6696). During a layover at New London I visited State Street Saloon, the beer wasn't too clever but the food was excellent and the barmaids don't wear much, although I didn't know that until I went in. The evening's beers were taken in Heartland Brewing at Times square.

AMTRAK	946	0700 New York Penn to New Haven
S.L.E.	<u>6696</u>	1010 New Haven to Old Saybrook
S.L.E.	<u>842</u>	1055 Old Saybrook to New Haven
S.L.E.	842	1208 New Haven to New London
S.L.E.	842	1435 New London to New Haven
AMTRAK	<u>942</u>	1609 New Haven to New York Penn



SLE 6696 at Old Saybrook.

Monday 27th January 2014.

A very early start today to head to Washington. I had arranged to meet an old friend here today but in the event he couldn't make it due to family commitments. With the whole day now to play with I first of all had breakfast then set off to the Smithsonian Air and Space museum, which was well worth a visit (and free). The trip there was a bit of a mess as the subway I took failed en route, luckily everybody was allowed to walk through to

the front as the first door was just about on the platform and an alternative route was available. After visiting the museum I did a VRE train from L'Enfant to Broad Run, then back to Washington. The ticket machines for VRE at L'Enfant only take plastic for payment but none would accept mine. I explained this to the very friendly conductor of my train and she told me to get on. I told her that I'd be happy to pay cash but as they don't take cash I was told the ride would be free. When I explained that I'd be coming straight back on the same train she was happy enough to let me come back as well, really friendly service and I had a good chat with her too which was nice. Next up were a few runs on MARC, luckily Amtrak handle ticket sales for this outfit and so it was easy to get validity. Was pleased to get a pair on the first move I did. Eventually headed back to New York and a last visit to Stout NYC until 01:00, where the staff who I befriended over the last week and a bit even let a few freebies slip through for me as well as it was my last night in here (I'd already decided I wouldn't be back tomorrow as didn't want to risk drinking too much and missing my early flight on Wednesday!)

AMTRAK	<u>945</u>	0605 New York Penn to Washington DC
V.R.E.	<u>V52</u>	1321 L'Enfant to Broad Run
V.R.E.	V52	1445 Broad Run to Washington DC
M.A.R.C.	<u>21 & 70</u>	1610 Washington DC to Baltimore Penn
M.A.R.C.	<u>4914</u>	1725 Baltimore Penn to BWI Airport
M.A.R.C.	<u>15</u>	1805 BWI Airport to Baltimore Penn
AMTRAK	948	1850 Baltimore Penn to New York Penn

Tuesday 28th January 2014.

My last full day and my intention was to do the Waterbury branch (required) followed by Danbury, and then the diesel move from Stamford to New Haven. This all worked out well despite a slightly late Amtrak service to start with. Bargain single ticket of the trip was \$2.50 for Bridgeport to Waterbury, very cheap for a 32 mile run, so much so that I actually went back to the ticket window to check that it was correct. The day went off as planned and was a nice way to finish the trip.

AMTRAK	<u>944</u>	0830 +20' New York Penn to Bridgeport
M.N.R.R.	<u>115</u>	1035 Bridgeport to Waterbury
M.N.R.R.	115	1208 Waterbury to Bridgeport
M.N.R.R.	EMU	1309 Bridgeport to South Norwalk
M.N.R.R.	<u>125</u>	1415 South Norwalk to Danbury
M.N.R.R.	125	1519 Danbury to South Norwalk
M.N.R.R.	EMU	1614 South Norwalk to Stamford
S.L.E.	<u>843</u>	1646 Stamford to New Haven
S.L.E.	840	1807 New Haven to Guilford
S.L.E.	842	1851 Guilford to New Haven
AMTRAK	944	2014 New Haven to New York Penn



MNRR 115 at Waterbury.

Wednesday 29th January 2014.

Very very early wake up and off to the airport. New snow had fallen overnight and despite the plane (winner G-VINE) needing to be de-iced we were away early. Another lightly loaded flight with just 111 passengers on board and on time in Heathrow before a bus to South Wales.

N.J.T. 4630 0517 New York Penn to Newark Airport

CONCLUSION:

Very good trip, Hotel Penn still basic and in need of refurbishment but good enough and perfectly placed for what I wanted. Pleased to get two of my new NJT GP40s, not so pleased to see lots more dual modes (or as I prefer to call them, dull modes) in service than there were when I was here last in September, which has made an impact on Geep workings out of Hoboken. All in all a good visit, scored a few of my last NJT electrics without much effort, had some decent and varied runs off the Geeps and was pleased with how many winners I got on the Hudson Route from Grand Central. Bit disappointed to see the last two NJT F40s parked up in a long line of locos every time I passed MMC and I assumed they were withdrawn, however after my return to the UK they were both out working the Raritan Valley Line together top and tail (very rare) and so maybe a bit of life left in them yet.

Pete C, Feb 2014.