

Columbus Day Weekend Trip
by Mark Ferracane



On the Columbus day weekend two members of The Bay State Model Museum and I went on a trip to Pennsylvania and New York. Saturday morning we followed a excursion train that consisted of two restored Pennsylvania E-8's. The train pulled four Amfleet cars and 2 Heavyweight cars. We caught the train along the Harrisburg line and followed it as long as we could. Soon the road we were traveling on went in the opposite direction of the route of the train.



We then headed to Stroudsburg to follow a Steam Train Excursion on the Delaware Water Gap. The train was powered by a Canadian Pacific 4-6-2 #2317 and two Delaware-Lackawanna Alco diesels. The train consisted of heavyweight coaches and an observation car. We chased the train to Scranton, where it ended at Steamtown. Sunday morning we went to Binghamton, NY and caught a few freight trains. Then we headed to Albany. The Amtrak station at Albany was rebuilt over the last three years and they did a great job. The engine servicing facility has a number of restored train and MOW equipment. There is a rebuilt Turbo train and a Snow Jet on display.



The American Orient Express was parked on a siding at the station. About 30 minutes later the eastbound Lake Shore Limited arrived and was broken into two trains. One to New York and the other to Boston. We followed the Lake Shore eastbound to the state line. It was a fun trip and a lot of miles covered in a few days but worth it.

Starter Module Project
Update by Bob Pawlak

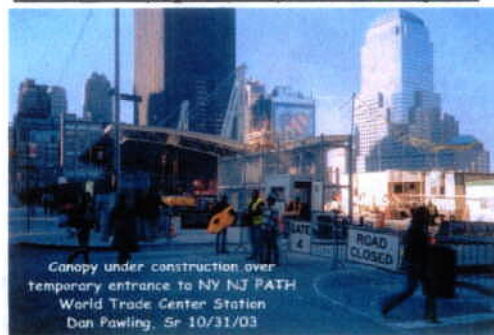
Checks have been received and work is progressing on a total of 6 starter modules and 6 wiring kits. Mark Ferracane wants a straight and corner both with Mountain Division. Dan Pawling also wants a straight and corner both with Mountain Division. Marc Audette wants a straight with Mountain Division and Dan Leavitt wants a straight without Mountain Division. If all goes well, the club will eventually have more modules (especially corners) available for shows!

Since only 2 of the 6 modules will be new member first modules and because there is little time to complete and test them at another show before Winterfest in February, the originally suggested "Best New Member First Module" prize category will be postponed for consideration at least until Winterfest 2005.

Engineer/Fireman for an Hour 2004

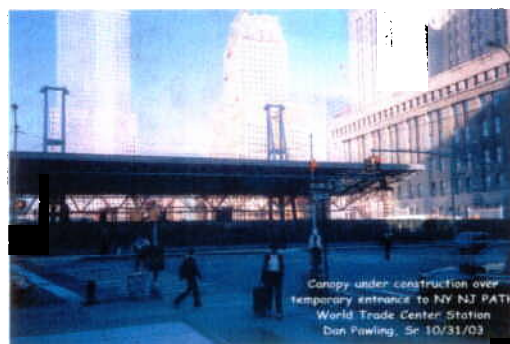
If you are looking for an idea for a Christmas or Birthday gift try this. The Steam Railroading Institute in partnership with Lake Central Rail Tours is exceedingly pleased to announce that we are planning for an Engineer and Fireman for an Hour Program in 2004. This year we are going to offer something extremely exciting. For the first time we are going to offer the chance to run and/or fire two locomotives. Over the past year we have come a long way and the organization has acquired a second locomotive. Because of this we are able to offer one of the most comprehensive programs ever offered. We have still to work out some details but, we wanted to enable you to give that unique July 3,4,5,10 & 11, 2004. An hour as engineer \$475 on Locomotive 1225 or \$225 on Locomotive 75. Fireman for an hour on Locomotive 1225 \$175 and Locomotive 75 is \$75. If you would like more info: 586-268-6069 or email mstrp@shianet.org.

PATH to World Trade Center
Soon Story, photos by D. Pawling, Sr.



There was good news on October 30, 2003 for the thousands of commuters who had used the NY NJ Port Authority Trans Hudson (PATH) commuter rail facilities in the World Trade Center until 9/11/01. A temporary PATH terminal will open at the WTC site on November 23rd. The diagram published in the NY Times on the 31st shows that much of the station and its access will be similar to that used until 9/11. Sixty feet below grade are three platforms serving five tracks. Commuters will traverse four different levels on stairways and escalators between the platforms and street level. It is not clear if the access to the several NYC Transit lines that cross, or are adjacent to the WTC site, will be re-opened at the same time.

The WTC site is still under repair. The memorial and construction plans are underway, if not finally decided. A new permanent PATH terminal is scheduled.



The two photos show the canopy over the street level entrance. The black draped structure in top picture was badly damaged on 9/11 and may yet be removed. All of the buildings in the picture directly above were damaged and are now apparently repaired. The building on the right contained a major postal operation, Federal offices, and during WWII was HQ of the North Atlantic Fleet. The building in the center is a telephone switching facility from the '30's. and just beyond at the former edge of the Hudson River was the Erie-Lackawanna ferry terminal until the advent of Conrail and Amtrak.