

THE John Bull - ETIN

Volume II, Number 2

Fall, 1986

CHAPTER STATUS ACHIEVED

Chapter status with the Pennsylvania Railroad Technical and Historical Society was regained by the Camden & Amboy Railroad Historical Society on May 17th, following a last minute flurry to find another full-fledged PRR T&HS member's signature. A signature on our application was ruled invalid by PRR T&HS officials the week of the convention.

Following discussion at the C & A Society's April Board Meeting, the application was mailed to the PRR T&HS Board for consideration and possible approval at the annual meeting. Just before the convention, a call was received telling us that a signature on our application was disapproved because the member had not renewed his PRR T&HS membership. A quick review of C & A Society members found a valid name who not only belonged to the PRR T&HS the required length of time, but would also be attending the convention! A signature was then arranged, and Chapter status consideration was able to continue.

In conjunction with Chapter status, our Board of Directors
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"THE JOHN BULL-etin" is published quarterly by the Camden and Amboy Railroad Historical Society, South Amboy, NJ, a chapter of the Pennsylvania Railroad Technical & Historical Society. The Society meets monthly, except July and August, the third Tuesday, 8PM, at the American Legion Hall, 111 David Street, South Amboy, NJ

1986-87 C & A RHS Officers

President - John Kilbride

Vice President - John Niemiera

Treasurer - Dann Dwyer

Secretary - Bill Marshall

Add'l. Board of Director Members: Bill Groff, Len Kaplonski

Editorial Staff

John Kilbride.....Chief Railroader

Bill Marshall.....Staff Writer

John Niemiera.....Steam/Modelling Consultant

(Note: This issue of "THE JOHN BULL-etin" represents Vol. II, No. 2. The Spring, 1986 issue was mislabelled; it was Vol. II, No. 1.)

EX-100-1000

David W. ("Tiny") Baker

It is with deepest sympathy we announce the death of David W. ("Tiny") Baker on August 24th. A founding member of the present-day C & A RHS, "Tiny" served as Society officer all three years of our group's existence.

In addition to his C & A involvements, "Tiny" was a member of the PRR T&HS and the New Jersey Coast Model RR Club in Neptune.

He is survived by daughters Wendy and Cathy, and his parents David and Mary Baker.

Quick with "one-liners", "Tiny" will be remembered for his good humor and his extensive knowledge of PRR histories not found in written form. We'll always remember his contributions to our group's formation and growth. Rest in peace "Tiny"!

CHAPTER STATUS (Con't.)

has been actively reviewing a proposed C & A Society By-law document, and a tax-exempt status application for non-profit organizations. It is planned that monthly meetings will be joint meetings of the C & A RHS and the Camden & Amboy Chapter, PRR T&HS, and while membership in the C & A group will be required, membership in the PRR T&HS is optional, but will be encouraged. Certain other administrative details are still being arranged.

Full membership in the PRR T&HS is going to provide our group with new horizons for the exchange of PRR-type information, and we all look forward to our new relationship with that group. Certainly, the bi-directional relationship between the two groups will strengthen the preservation of histories of the "Broadway Route"!!

(jjk)

EDITORIAL

"Gathering, and Sharing....."

Recent opportunities to conduct research into railroad histories (one PRR-related, the other about another regional railroad operating Budd cars!) reminds me of the importance in maintaining a record of various inventories of resource materials. How many times have you felt yourself anxious to learn more about a certain subject, only to be confronted with not knowing where exactly the information appears within your libraries and/or collections? (especially if you do remember reading it previously!) Too many times, I suspect!

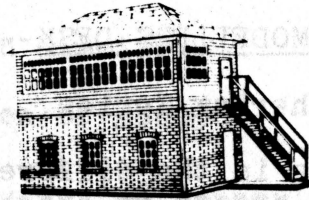
The appearance of an item on the John Bull in the (current) July-August issue of "Locomotive & Railway Preservation" brings to mind two thoughts: make sure the item (or a copy) gets into our Archives--and let everyone know--; and that a member of our group took the time to let me know of its appearance, even following up his initial contact by sending me a copy of the article. Thank you!!

How many times are you aware of railroad news and realize only later that you forgot to pass it along to others? Additionally, doesn't railroad historical research become easier when such a resource file is actively maintained, with contributions from many, and open to all?

The Board of Directors of the C & A RHS think so, and have determined that the identification of reference materials on both the C & A and PRR (foremost) and other regional railroads (secondarily) become a priority, and that all members take the time to complete the reference library inventory sheets distributed last spring (and available at all meetings.) The plan is to compile and distribute all inputs, for all to refer to, and encourage the academic research leading to "getting published".

So, a copy of "A Little Bull Goes A Long Way" (the "L. & R.P." article), the story of the John Bull's participation at SteamExpo is now in the Society's Archives. Additionally, a clipping on Cranbury Station, complete with steam-era

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OBSERVATIONS FROM THE TOWER

(Errata: In my article in the previous "BULL-etin" on the design of the "T" rail, and the first use of wooden ties on the C & A, I inadvertently stated that Col. Stevens designed the "T" rail and had the rails rolled in Wales while he was in England to purchase the John Bull. Actually, Robert L. Stevens, his son, was responsible. While Col. Stevens obtained the nation's first railroad charter (in 1815), Robert was the driving force behind the construction and subsequent operation of the Camden & Amboy. By 1830, Col. Stevens, a veteran of the Revolutionary War, was in advanced years and his sons became managers on the C & A. Col. Stevens had the dream, but Robert L. Stevens provided the impetus to build the railroad.)

(wgm)

* * * * *

"Tanks" For The Memory

My first railroad job started shortly before Christmas in 1939, when railroading began to pick up greater traffic with the beginning of WWII in Europe.

For three weeks, I cleaned dining cars at Sunnyside Yard, then was "bumped". However, as a resident of South Amboy, I learned there was an opening for an engine wiper at the South Amboy Engine House. Because I had one day's service more than another Amboy fellow, I bumped him.

I was interviewed by the yardmaster who ran through my duties (wipe engines with waste, polish bells, use washing machine--high-pressure, hot water mixed with a cleaner hooked up to the engine's air hose, and used to wash wheels on engine and tender trucks.) As he spoke to me, he told

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Weathering Series.....Part I

Weathering is the difference between toys and models if you are to create an effective illusion. For most of us, that illusion is the PRR in some time period between 1920 and 1968.

At any of these eras, the majority of equipment was not new, every piece of PRR and foreign road equipment had a useful life span and appeared more or less weathered by the type of service it was used for, and the amount of time that had passed since the last major shopping.

There are several techniques I use to effectively create the illusion of wear and tear on equipment kept out-of-doors; first is painting with a small brush; secondly, the use of colored chalk powders; lastly, the use of an air brush.

The small paint brush is most useful in reproducing the effect of spilled liquids. Thin vertical streaks of gloss black, originating from tank car hatches and diesel fuel inlets, are especially convincing on flat black running gear of diesels or on the bodies of tank cars. Very fine white streaks around the bottom of the body of stock cars represent the disinfectant sprayed onto hogs and cattle in transit.

The use of powdered chalks is a very old technique of weathering but still cheap and effective. Powdered chalk is brushed onto the desired areas (especially various shades of browns to simulate dirt), then another brush with a small amount of plain water brushes away most of the chalk. If this is done in a downward motion, it simulates dirt moved and collected by rain. Naturally, I would be hesitant to use this on anything but plastic equipment. If you don't like the result, take a wet cloth and wipe the car down several times to remove all the chalk.

The air brush is the ultimate weathering tool. One need not spend money for a high-priced compressor and air brush,

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"BLOWING OFF STEAM"

By John Niemiera

The Saga Of #7002--The Preservation of #8063

It was the year of 1905, the first year the Pennsylvania Special operated on an 18-hour schedule between New York and Chicago. On June 12th, the much-publicized Special was running late on its inaugural trip. The engineer was Jerry McCarthy, and the locomotive assigned to the Special was #7002.

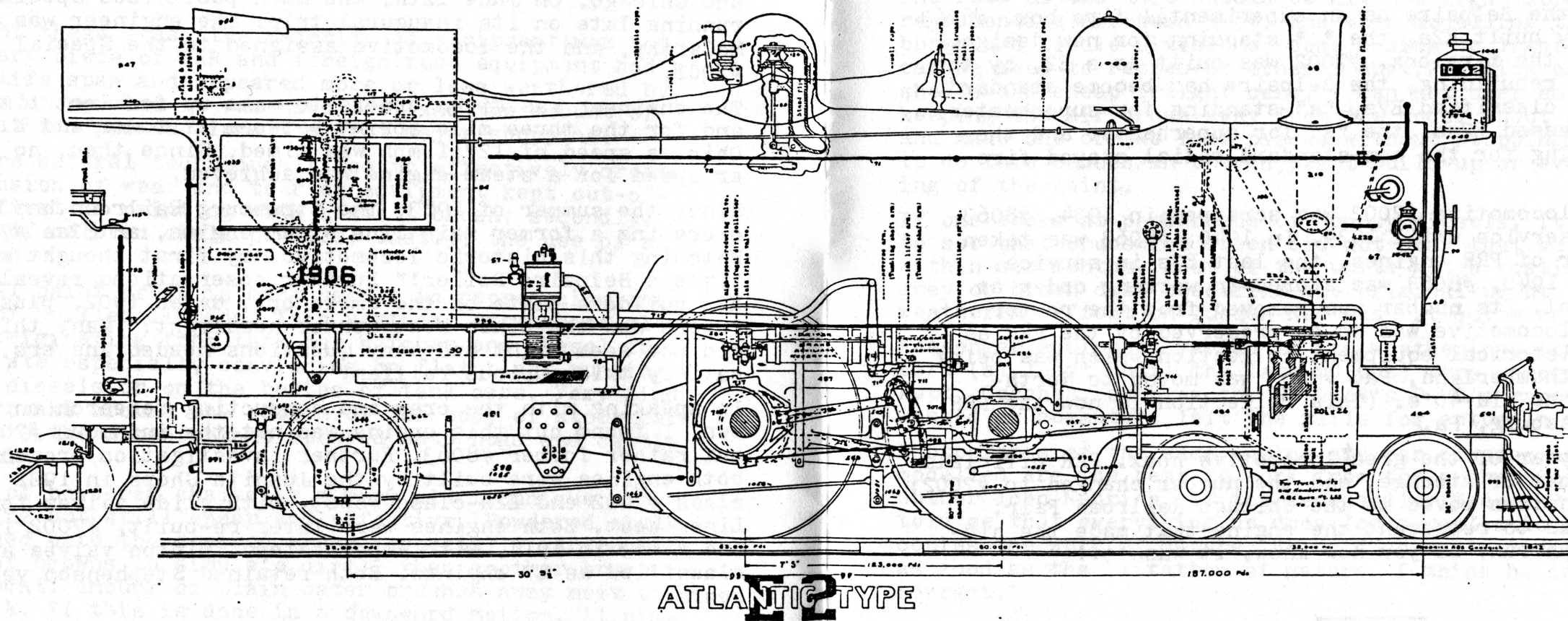
The engineer was given orders to make up for lost time, and for the three mile sprint between AY Tower and Elida, Ohio, a speed of 127.1 mph was timed. Since then, no greater speed for a steam engine was achieved.

Since the summer of 1983, the Strasburg Railroad has been operating a former main line steam engine, an E7sa #7002. Watching this historic locomotive, my first thought was "it's a Belpaire Boiler!" Further observations revealed a E2a builders plate on the smoke box, dated 1902, plus "where was the Lines West center headlight?" Many things did not seem right and many questions needed answers, to satisfy this curious railfan!

In speaking with the crew and conducting research on my own, I found out this engine was not the infamous #7002, but rather former #8063. Further investigation proved that both engines were built by the Juanita Shops in 1902 as E2 class #7002 and E2a-class #8063, with slide valves for PRR Lines West. Both engines were later re-built, #7002 in 1916 and #8063 in 1918, with superheaters, piston valves and re-classified as E7 engines. Both retained Stephenson valve gears.

Both the #7002 and #8063 were just about identical, except for the fire box. A true E2-class locomotive had 20½ inch diameter cylinders, slide valves, a radial stayed box, and was a saturated steam engine (built as such, only in 1901-02.) The original locomotive #7002 was one of these. #8063, built E2a, has 22½ inch diameter cylinders, slide valves and

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(From the John Niemiera Collection, given by my friend "Tiny" Baker)

"BLOWING OFF STEAM"(Con't.)

a Belpaire fire box. This engine was rebuilt with piston valves, superheated, and after rebuilding, classified E7s. This became the standard modification for the Lines West E2, E2a, E2b and E2c classes.

In 1902, the year in which these engines were built, the PRR regarded the Belpaire as an experimental fire box. #8063 was originally built E2a, the "a" standing for new design, in this case, the fire box. #7002 was built as a E2, by the time of their rebuilding, the Belpaire had become standard, and #8063 was classified E7s, "s" standing for superheater, with #7002 classed E7sa, the "s" for superheater and the "a" now standing for the non-standard radial stayed fire-box.

The original locomotive #7002 was scrapped in 1934. #8063 saw mainline service until 1939. In 1940, #8063 was taken off the roster of PRR engines, the last E7s in service. Until late in 1940, #8063 was stored in working order at Wilmington, Del. Its number was removed from the roster because this locomotive was to be preserved by the PRR as part of its historical equipment collection which was being stored at Northumberland, Pa. #8063 was moved to Northumberland in the mid-40's. (This collection is now the PRR Museum at Strasburg, Pa.)

1949 was the year of the great locomotive hoax. PRR officials hauled #8063 out of storage, and the number changed to #7002; the engine was then moved to the Chicago Railroad Fair. This engine was to represent the engine that made the historic 127.1 mph run; as you now know, it wasn't!!



MODELLERS DESK (Con't.)

Propel cans and a small Badger air brush will do. To represent the patterns of use on locomotives, one should start by using flat black on the exhaust areas of diesels. The rest of the unit should be given a light spray of brown, representing airbourn dirt, and when modelling the Pittsburgh and Middle Divisions, some medium to light grey spray can be used to represent mineral dust. Practice on old body shells and cheap freight cars. I can not over-emphasize keeping the air brush away from the model about one foot and make one or two fast passes without stopping. (failure to do this causes an uneven paint build-up or even running of the paint.

If one looks at photographs of Pennsy diesels, it is easy to see that Brunswick Green did not stay that way for long--within six months, most of the units got a coating of light grey or brown dust obscuring the original paint. The weathering effect on Tuscan Red was not quite as pronounced.

Passenger equipment varied in its weathering. Long-distance cars (at least until the late 1950's) were generally well-kept. Coaches, such as the NY & LB's P-70's rarely got washed as commuters left the rails for autos in the 1950's.

Photographs of the same engine and car classes as being modelled are the best to work from for authenticity. Famous author John Nehrich, of the Renssaeler Model RR Club, once told me that everything he does looks realistic because he copies the work of nature. He said no one's imagination is as good as the imitation of nature. I think he is very correct.



OBSERVATIONS....(Con't.)

me I would also have to wash "tanks".

It was not until I started working that I learned that a tank was what I had always known as the tender.

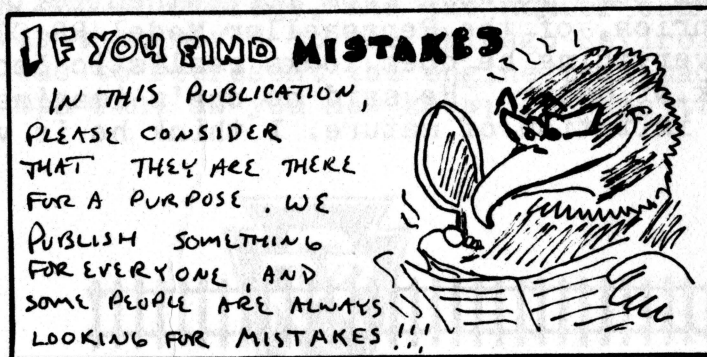
In subsequent reading and talk about steam engines, I do not believe I have ever seen reference to the tender as a "tank". Of course they do contain water, as well as coal or oil.

The yardmaster was an old-timer in 1940, so I assume this term was used regularly.

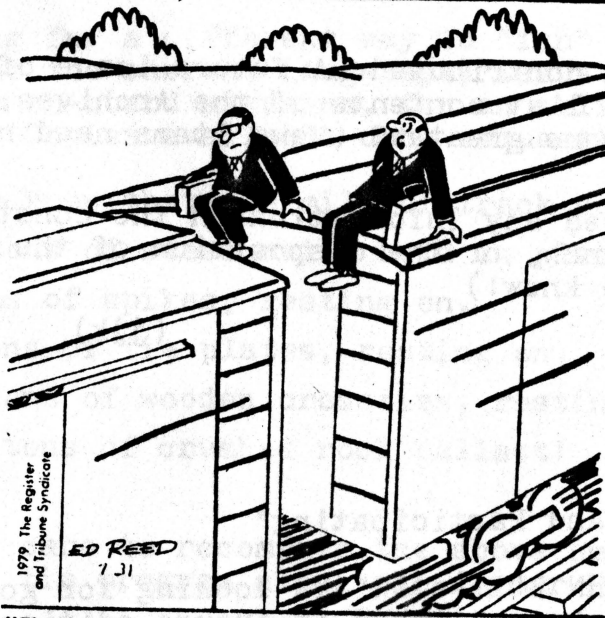
Does anyone know to what extent the term "tank"--for tender--was used by railroad people, especially Pennsy people? In that era?

I worked as a wiper on last trick until April, 1940, when I was bumped. I then put about six weeks in as a "gandy dancer", replacing ties and building big muscles at Deep Cut (South Amboy). But, that's another story!!!

(wgm)



OFF THE RECORD



"That's what I call gratitude! I commute 25 years on this railroad and then they cut out passenger service."

NEWS FLASH----The former C & A right-of-way was visited by the Conrail Inspection train on July 7, travelling 30th St. Station (PHL), over the Delair Bridge, north thru Burlington to Trenton, then west to Harrisburg via the Trenton Cut-off. "E" 4020 and the five-car consist travelled the route to determine if feasible in the event the Delair Bridge becomes too expensive to maintain, the Trenton-Bordertown-Camden routing to become the primary traffic route for freight, leaving Amtrak and NJ Transit on the bridge for Atlantic City service.

EDITORIALS (Con't.)

photos has also been contributed. A future issue of "THE JOHN BULL-etin" will list contents of the Archives; will you help make it become greater? (News items need not be originals.)

(.....And, if you need any information on the construction of the Princeton Branch, or the disposition of the SEPTA RDC's, please let me know!)

(jjk)

".....and Participating"

The staff of "THE JOHN BULL-etin" is looking for good, quality articles, to be published in future editions. Whether it be historical, modelling tips, straight news, editorial or trip reports, we'll consider all submissions for publication. (Review our issues for an idea as to the type of articles we publish.) We're especially looking for the dates of area RR-themed events (ie: trips, shows, open houses, etc.)

Several readers have asked about the submission of articles. Foremost, contact a staff member to let us know of your item and its length. We'll arrange to review it (easiest if article is typed, double-spaced.) Make sure your name and telephone number is included, in the event we need to clarify any content items.

We believe in by-lines too, so why not now begin to compose that article you've been mentally writing all these years!

(jjk)

FLANGE TALK

* Looking for a different way to "fan" a right-of-way? Check out the current (Aug-Sept) issue of "Express", Amtrak's on-board magazine, for an article on Rail-Biking! (Copies available upon request)

*Did you know that one mile of track consists of:

230 tons of steel rail, held in place by,
6 tons of spikes, resting on,
62 tons of tie plates, resting on,
334 tons of wooden crossties, resting on,
2600 tons of crushed rock ballast!

(Anyone care to recompute the above amounts for the concrete tie program along the former PRR main line?

(jjk)

DATES TO REMEMBER

N.J. Assoc. RR Psgrs Meeting	Sat., Sept. 20
Hoboken Festival	Sat., Sept 27
Dover Train-O-Rama	Sun., Sept 28
Wreck Pond & Northern Open House	Oct 4,5,11,12
Blue Mtn. & Reading RR Weekend	Oct 10-12
<u>C & A RHS TRIP (BR & W)</u>	<u>SAT, OCTOBER 18</u>
RR Festival - Whippany Museum	Sat., Oct 25
Anthracite RHS Convention	Sun., Nov 2

C & A RHS Membership Meetings: Oct 21, Nov 18, Dec 16

Camden & Amboy Railroad Historical Society
 333 S. Pine Avenue
 South Amboy, NJ 08879

DATE TO RETURN

Anticipate the Convention	2nd., Nov 5
RR Festival 1 (1st & 2nd)	2nd., Oct 22
Blue Mtn. & Reading RR Weekend	2nd., OCTOBER 18
Black Pond & Northern Open House	Oct 10-12
Dover Train-Dinner	Oct 11, 12
Hopoken Festival	2nd., Sept 28
N.J. Assoc. RR Public Meeting	2nd., Sept. 20

TO:

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