

Say Buddy Can You Lend A Hand?

The M&NJ's Class I neighbors help it cope with locomotive maintenance, derailments and blizzards in the 1950's and early 1960's

by Peter Brill



Here we see O&W 44 tonner #105 in its striking maroon, white and black scheme. She is greeting the new year in a snowy Sidney, NY 1-1-46. This engine would put in several days work on the M&NJ in October of 1950 while her newer sister, M&NJ No.1 was getting an engine overhaul by the O&W shop crew. The O&W and M&NJ 44 tonners' major visual difference was the location of the grills. The O&W's early version of the 44 tonner had the grills on the sides of the hoods, while the later versions had the grills on the front and rear ends of the hood. Carl Mundk photo, scanned by Doug Barberio.

The M&NJ's reliance on the O&W for inspections and repairs of its steam power (see "O&W Steam on the M&NJ" Unionville Flyer Vol. I # 3) continued when the M&NJ acquired GE 44 tonner No. 1 on April 19, 1946 and this tradition was carried on by the M&NJ which succeeded the M&NJ on October 1, 1947. The M&NJ's diesel roster would not expand until the arrival of No. 2 in October of 1963 on the eve of No. 1's departure for Vermont and a short tour of duty on the Vermont Railway, the new creation of M&NJ President Jay Wulfson. No. 1 was a regular visitor to the O&W's Middletown diesel shops and the O&W loaned one of its own GE 44 tonners on several occasions when the M&NJ needed to operate while the No. 1 was up at "AV" (the telegraph call letters for the O&W's Middletown yard).

On January 24, 1950, M&NJ No.1 went to the O&W shops for its quarterly inspection and returned on April 19 for its annual inspection. On September 5, the number 2 engine (GE 44 tonners have 2 engines) started knocking at Johnson and No. 1 was moved to the O&W shops that night. The O&W shop men discovered a broken crankshaft and removed the number 2 engine for repairs. M&NJ No. 1 was still at the O&W shops on September 8 and the M&NJ borrowed O&W GE 44 tonner No. 101 until No.1 returned to the M&NJ later that day.

The No. 1 returned to the O&W shops for a quarterly inspection on October 5, 1950 and was held for major engine work. O&W GE 44 tonner No.105 handled trains on the M&NJ on October 6 through 10. On October 10, No. 1 was idling at the O&W shops to break in the number 2 engine when O&W No.105 was returned by the M&NJ at 5:10 PM that evening. At 7:35 AM on October 12, M&NJ No. 1 came down from the O&W with the number 2 engine leading as the O&W had turned her and removed the number 1 engine. On November 7, M&NJ No. 1 returned to the O&W for installation of the number 1 engine and on November 8, the M&NJ borrowed O&W No. 101 which was returned 5:30 PM that evening. On November 9, M&NJ No. 1 idled at the O&W shops to break in number 1 engine and on November 10, No.1 returned to the M&NJ after both diesel engines had been inspected by Mr. Sullivan, the ICC inspector at the O&W shops. The M&NJ continued to rely on the services of the O&W diesel shops until they closed as part of the O&W abandonment in March 1957. On January 24, 1957, three O&W shop men performed the semi-monthly diesel inspection and on February 7, O&W shop men conducted the monthly diesel inspection. On March 6, M&NJ No. 1 went to the O&W shops for the annual inspection and an oil change. On Monday, March 18, No. 1 returned to the O&W shops for its semi-monthly inspection, a bit early, because the shops were closing the following Wednesday.

M&NJ management anticipated the closing of the O&W shops and on March 16, 1957 Assistant General Manager Lloyd Deubler wrote to J. R. Ebert, Erie Railroad Superintendent at Jersey City to inquire if the Erie's Port Jervis shops could take over the M&NJ's future diesel work including periodic inspections and repairs. Deubler suggested the M&NJ could transport the Erie men to and from Middletown. On April 2, Erie Vice President G. C. White, Cleveland, responded that the Erie was "agreeable to performing this work" under certain terms and conditions. The M&NJ would have to notify the General Foreman of the Port Jervis Locomotive

Middletown & New Jersey Railway Company

TRAIN LIST

Conductor Eason
 Date Oct 7-50
 Eng. O&W 105 Train ETW Time AT 11:34
 From MJ+2 Jct To DG

	Initials	Car Number	Contents	Kind	L or E	Destination
1	CTO	3843X	feed	B L		S&W to O&W
2	MKT		76028X	E		" " Erie
3	CN		464111X	"		" " "
4	LV		63621X	"		" " "
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This M&NJ train list from Oct. 7, 1950 shows O&W 44 tonner #105 powered Extra 1 west that day, while the M&NJ 44 tonner #1 was having engine work done, from M&NJ Jct. to DG with 4 boxcars. The S&W left 3 cars for interchange, one for the O&W (C&O 3843, containing feed) and two empties for the Erie (MKT 76028 and CN 464111) LV 63621 seems to have been picked up at Slate Hill and will also be going to the Erie. M&NJRH Archives.

Middletown & New Jersey Railway Company

TRAIN LIST

Conductor Eason
 Date Oct 9-50
 Eng. D&W 105 Train ETW Time AT 12:38
 From MJ+2 Jct To DG

	Initials	Car Number	Contents	Kind	L or E	Destination
1	BRGW		69798X	E		wt to Erie
2	NPC	1-4	134360X	"		" " D&W
3	PRR		50771X	"		" " Erie
4	SHPX	8-6	1904XT	"		" " "
5	NPC		144460XB	"		" " "
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Like the previous train list, this is for a westbound M&NJ train from M&NJ Jct. with O&W 44 tonner #105 as power. While the train probably

dropped empties off at M&U Jct., it doesn't look like the S&W had anything for the M&NJ on October 9, 1950. Note the SHPX tank car ("T" in the Kind column) from Kandells at Pounds Station (Pds). M&NJRH Archives.

Middle-town & New Jersey Railway Company						
TRAIN LIST						
Conductor <u>Essex</u>						
Date <u>Oct 10 - 50</u>						
Eng. <u>D+W 105</u> Train <u>21 W</u> Time <u>12:32</u>						
From <u>Mt 2 Jct</u> To <u>NY</u>						
	Initials	Car Number	Contents	Kind	L or E	Destination
1	LNE	14779X	coal.	X	L	S&W to J
2	Rdg		81773X	..	E	" " Erie
3	C+O	S-5	29617X	..	"	" " O&W
4	NYC		144460X	..	"	to " House
5	B+M		72390X	..	"	but " Erie
6	AT57		210406X	..	"	A " "
7	SAL		17915X	..	"	SH " "
8	B+LE		90236X	..	"	PLZ " "
9	WARB	S-7	83527X	..	"	" " "
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This train list is the last in the series for the stretch when the M&NJ's 44 tonner was having engine work done by the O&W. This is also a westbound run with a healthy consist of 3 hoppers (1 load to Johnsons, 2 empties, 1 each for the O&W and Erie) and 6 empty boxcars. While the Erie would get 6 of the cars in this train the O&W would get only 1. This NYC boxcar and the one on page 7 are both going to "House" which is the former freight house track north of the station in Middletown. M&NJRH Archives.

Middletown & New Jersey Railway Company

TRAIN LIST

Conductor J. Eason

Date Nov 8-57

Eng. O&W 101 Train STW Time 12 4.57

From NYC To NY

	Initials	Car Number	Contents	Kind	L or E	Destination
1	N&W	47879	X Red	B	L	STW to A
2	N.P		15413	X	E	NY to Erie F
3	R&G		104224	X	"	A " " F
4	Erie		82166	X	"	NY " " F
5	NYC	6-3	102098	X	"	" " O&W C
6	P&L E		30606	X	"	GLF " Erie L
7	S&L		13642	X	"	" " " L
8	SE		18497	X	"	" " " L
9	NYC		165773	X	"	" " House
10						6-6
11						
12	C V		40096	X	E	A to STW
13	C P		24682	X	"	NY " "
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When the O&W replaced the engine in M&NJ #1 in early November, the M&NJ borrowed O&W 44 tonner #101. This was also a very healthy train with many cars for the Erie in Middletown. The GLF traffic is prominent here accounting for 4 of the empty boxcars. We also see the other NYC boxcar for "House". Could this be for loading lawn mowers from the shed Clemson had on the old freight house Track?. M&NJ RHS Archives.

Department in advance of the inspection date and arrange to transport the Erie shop personnel at the M&NJ's expense. The Erie men would be paid their customary Erie wage rate from the time they left Port Jervis until their return. The M&NJ was to supply materials and supplies for the work needed. M&NJ President J. R. Manning agreed to the conditions. For some reason, a new agreement was drawn up later that year, on December 11, 1957, and this new agreement was still in effect as late as April 13, 1961.

The initial agreement with the Erie was soon put to use. On May 5, 1957, Deubler drove Erie electrician Karr to Middletown to check out No. 1. While inspecting traction motor number 2 of number 1 engine, Karr found a jumper cable and brushholder strap burned out. He also found two holes burned in the armature and the possibility of additional damage. The No. 1 would have to go to Port Jervis for repairs and an "exchange" traction motor was ordered from GE and was to be shipped to Port Jervis around May 13. No. 1 continued to operate until May 20 when an Erie train crew came to Middletown to run No.1 light to Port Jervis. They departed "DG" at 5:30 PM. On Wednesday, May 22, a three man Erie crew brought No. 1 back to the M&NJ, following Erie Train No. 2. M&NJ No. 1 was back on the property at 9:30 PM with the replacement number 2 traction motor for number 1 engine. While at Port Jervis, ICC inspector Lubold had inspected No. 1 and found a broken truck spring which would be replaced at the next inspection. This would be the first of at least five trips for the No. 1 to the Port Jervis shops between May, 1957 and April, 1961. In each instance the M&NJ did not borrow a replacement but instead did not operate while No. 1 was absent.



Erie Lackawanna is visiting DG in the early 1960's. M&NJ #2 is holding the main on the left while EL's SW-9 #437 is working the Coach Track which is appropriate as its original purpose was to hold Erie commuter trains. The structure in front of the EL unit on the right is an old M&NJ milk car which was used as a shed to store the Erie car knocker's supplies. The building in the center was erected for the Empire State Rwy. Museum's steamer #103. Ray Brown Photo. M&NJ RHS Archive. This print may be purchased from the sales list.

Form No. 1A I.C.C. THE MIDDLETOWN AND NEW JERSEY RAILWAY CO. INC. M P 4

MONTHLY LOCOMOTIVE UNIT INSPECTION AND REPAIR REPORT
February 8, 1971

Locomotive Number 2
Unit Initials M&NJ Ry

Operated by MIDDLETOWN AND NEW JERSEY RAILWAY

In accordance with the act of Congress approved February 17, 1911, amended March 4, 1915, and June 7, 1924, and the rules and instructions issued in pursuance thereof, the parts and appurtenances of locomotive unit No. 2 were inspected on February 6, 1971 at Middletown, New York. All defects disclosed by said inspection were properly repaired, except as noted on the reverse side of this report and the parts and appurtenances were left in the condition reported below.

- This locomotive unit is propelled by Diesel Electric
- Hydrostatic test of 175 pounds was applied to main air reservoir. Date of previous test as shown by reports on file was 8/23/69
- Were main air reservoirs hammer tested? Yes Date of previous test as shown by reports on file was 8/23/69
- Were drawbars and pins removed and inspected? Good
- Were articulated connection pins removed and inspected? Good
- Condition of draft gear and draw gear is Good - Not Used
- Condition of brake and signal equipment is Good - Not Used
- Condition of running gear is Good
- Condition of fuel storage and supply system is Good - Good

I certify that I made the inspections and tests above reported in Items No. 1 thru 9 and that statements therein are true and correct.

I certify that I made the inspections and tests above reported in Items No. 10 thru 17 and that statements therein are true and correct.

The above work has been performed under my general supervision and I believe the report is true and correct.

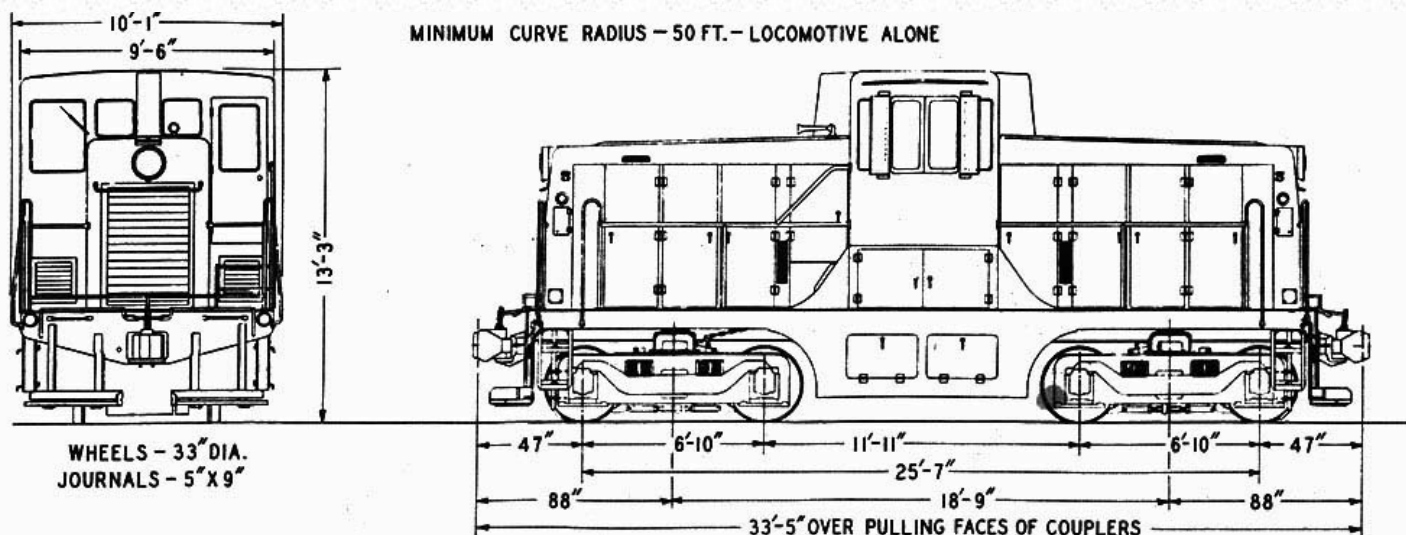
(Over) Pete Rasmussen Officer in Charge

A common practice at the M&NJ is to use O&W forms by crossing out O&W and replacing it with M&NJ. Here we see the M&NJ's #2 inspection from Feb. 1971. Pete Rasmussen gave her a clean bill of health. M&NJURHS Archives

The quarterly inspection of June 4, 1957 was conducted in Middletown and Deubler drove three Erie men to and from Middletown. On September 5, No. 1 was due for its semi-annual inspection and was picked up by an Erie crew that left the M&NJ's "DG" yard at 7:25AM. No. 1 moved to Port Jervis dead in a train at the Erie's convenience. On September 6, No. 1 returned to the M&NJ at 1:40 PM and the M&NJ was notified of the possibility of bad piston rings. (The General Manager's Diary does not record the outcome of this situation, perhaps it was not serious).

By 1958, there were some new faces around the M&NJ. On March 2, Jay Wulfson, Pete Rasmussen and M&NJ employee, Henry Eason, performed the annual inspection on the No. 1. However, on June 2, two Erie men did the quarterly inspection with Eason assisting. The M&NJ General Manager's notes for July 8 indicate that fuel injector pumps were to be installed by Erie men on July 10. On December 2, the quarterly diesel inspection was conducted by three Erie shop men, one electrician and two mechanics.

In 1959, the M&NJ used L&HR shop personnel as well as Erie personnel to maintain and inspect the No.1. Two of the L&HR men were electricians L.E. Hulseapple and G.L. Carey, and they lived in Middletown. The third L&HR man was W. J. Odell Jr., a mechanic who lived in Warwick. There may have been a saving in using L&HR men, especially if they lived in Middletown since Erie men had to be paid for their travel time to and from Port Jervis and the M&NJ also had to pay for their transportation. Hulseapple and Odell worked on the No. 1 on February 7 while Erie men worked on the auxiliary generator brushes on February 25. On February 28, Hulseapple and Odell started the annual inspection of No. 1.



As noted on the cover picture, the position of the grills on the M&NJ and O&W's 44 tonners was different. In this drawing (as on both M&NJ engines) the grills are on either end of the hoods, not on the sides as seen in the cover shot of the O&W 44 tonner. Drawing M&NJ Archives, scanning by Doug Barberio.

Form No. 1A I.C.C. MIDDLETOWN & NEW JERSEY RAILWAY CO. INC. NEW YORK, ONTARIO AND WESTERN RAILWAY

LEWIS D. FREEMAN, TRUCKER

MONTHLY LOCOMOTIVE UNIT INSPECTION AND REPAIR REPORT

April 11, 1964 Locomotive Number M I
M I Initials N.Y. & W.

Operated by NEW YORK, ONTARIO AND WESTERN RAILWAY

In accordance with the act of Congress approved February 17, 1911, amended March 4, 1915, and June 7, 1924, and the rules and instructions issued in pursuance thereof, the parts and appurtenances of locomotive unit No. M I were inspected on April 10, 1964 at Middletown, N.Y. All defects disclosed by said inspection were properly repaired, except as noted on the reverse side of this report and the parts and appurtenances were left in the condition reported below.

- This locomotive unit is propelled by Gasoline Hydraulic
- Hydrostatic test of 50 pounds was applied to main air reservoirs. Date of previous test as shown by reports on file was Unkn
- Were main air reservoirs hammer tested? Yes Date of previous test as shown by reports on file was Unkn
- Were drawbars and pins removed and inspected? n/u Date of previous removal as shown by stamping on the pins n/u
- Were articulated connection pins removed and inspected? n/u Date of previous removal as shown by stamping on the pins n/u
- Condition of draft gear and draw gear is good n/u
- Condition of brake and signal equipment is good n/u
- Condition of running gear is good
- Condition of fuel storage and supply system is good good
- I certify that I made the inspections and tests above reported in Items No. 1-9 and that statements therein are true and correct.
- I certify that I made the inspections and tests above reported in Items No. and that statements therein are true and correct.
- The above work has been performed under my general supervision and I believe the report is true and correct.

(Over)

10. Date of previous insulation tests as shown by reports on file was 19 n/u
Were insulation tests applied at this inspection? n/u
Resistance of circuit n/u
Insulation voltage n/u
Lights n/u

- Condition of current collectors is n/u
- Condition of control equipment is good
- Condition of control circuits and terminals is n/u n/u
- Condition of power equipment is good
- Condition of power circuits and terminals is n/u n/u
- Condition of lightning arresters is n/u
- Were meters tested? n/u Date meters were previously tested as shown by reports on file was 19
- I certify that I made the inspections and tests above reported in Items No. 10-17 and that statements therein are true and correct.
- I certify that I made the inspections and tests above reported in Items No. and that statements therein are true and correct.

_____, Officer in Charge

Our own Carl Detwyler signed off on this inspection of the Empire State Museum's Brill car on 4-11-64. The ESM ran passenger excursions on the M&NJ during the early 1960's using both the Brill car and the 103, a small logging steam engine. M&NJRHs Archives.

Evidently a problem was discovered in an earlier inspection as on March 6, 1959, Mr. Hart of the Erie called to announce the arrival of the number 4 traction motor at Port Jervis and that he would bring an engine crew to the M&NJ to run No. 1 light to Port Jervis. No. 1 was ready to return to Middletown on March 9 but developed a problem with the new traction motor about two miles east of Port Jervis and had to return to the Erie's shops. The faulty traction motor was removed and No. 1 returned to the M&NJ at 3:35 PM on March 10 but could only use the number 1 diesel engine as both the old and new number 4 traction motors remained in Port Jervis. On March 11, Mr. Farmer of GE checked out M&NJ No. 1 at Middletown and then went to Port Jervis to inspect the two traction motors. The General Manager's notes do not indicate how the situation was ultimately resolved.

On April 18, 1959, two L&HR men and 2 M&NJ men worked on cutting down high wheel flanges on No. 1. They used special brake shoes that held tool steel cutters to re-profile the wheels as the engine ran slowly back and forth. M&NJ personnel referred to this job as "dipping the toenails". On September 19, two L&HR men discovered babbitt, a soft metal used in crankshaft and connecting rod bearings, in the number 2 engine and two bad bearings. The Erie shops were notified and on September 21, No. 1 went to Port Jervis and evidently did not return until September 27. As was the custom before, the M&NJ did not operate during this period.



This print of the #1 crossing the stone arch bridge near Dolson Ave. is available from the M&NJRHs.

On February 20, 1961, Jay Wulfson, Jim Wright and Pete Rasmussen purchased majority control of the M&NJ and the No. 1 as well (The No. 1 had been purchased new by Manning, Clark and Simmons and leased to the M&NJ, an arrangement that continued even after these M&NJ customers bought the railroad and renamed it the M&NJ). John R. Manning and Mark Suffern resigned as President and Vice President respectively. On April 6, President Wulfson wrote to the Erie-Lackawanna concerning repairs to No.1 and on April 13, J.R. Ebert, EL Superintendent at Hoboken, replied. EL personnel H. B. Hart and R. T. Noblit would make arrangements to move No. 1 on April 14 with the work to be performed per the agreement of December 11, 1957. The M&NJ General Manager's notes state that Hart was to bring an EL crew to the M&NJ and they wanted the No. 1 by 4 PM at the latest as they had shop men available at Port Jervis that evening.

Other notes in that day's entries in the General Manager's notes referred to gear grease, car oil, fuel and restrict speed to 20-25 mph. Maximum speed of

a GE 44 tonner is theoretically about 33 mph but perhaps the lower speed was deemed prudent in light of No. 1's low speed history on the M&NJ. The April 14 entry shows Noblit arriving at the M&NJ at 3 PM and Hart at 3:05 PM. The engine crew brought SW-9 No. 437 to Middletown to replace sister No. 435 which was to tow No. 1 to Port Jervis for a wheel changeout, number 4 set, north end of the engine. EL No. 435 arrived at "DG" at 3:45 PM. On April 15, Noblit called the M&NJ to report the suspension bearing was very good and so the old one could be used; the truck was off the engine and they were now taking the wheels out. On April 16, Noblit figured the No. 1 would be ready around 4 PM and an EL crew would bring the No.1 to "DG" and put it in the engine shed. Deubler would drive the 3 man EL crew back to Port Jervis. No. 1 arrived at the M&NJ at 9:48 PM.

On October 23, 1961, the number 1 diesel engine would not start and M&NJ personnel found a battery terminal burned off. Deubler called Earl Churchill, a former O&W diesel electrician, who took one terminal off an old battery in the store room and soldered it on the diesel battery. The number 1 engine then started satisfactorily.

One of the areas identified by the new owners of the M&NJ for cost savings was diesel maintenance. They could do a lot of the repairs themselves and much more cheaply than bringing men over from the Port Jervis shops or using men from the L&HR, all of whom received union scale and sometimes time and a half as well for working beyond their normal workweek.

The M&NJ also sought help from its neighbors in cleaning up derailments. On August 11, 1958, a rail turned over as No. 1 was shoving a boxcar into the Westtown GLF switch. A pair of wheels derailed on both the No. 1 and BCK No. 1519 (Buffalo Creek Railroad box car loaded with feed). General Manager Lloyd Deubler took Mr. McCormick a retired O&W wrecking master to the site and McCormick suggested the need for a wrecking crew. Since the Erie wreck crew was tied up with the wreck at Sterlington, Deubler called the New Haven at Maybrook. The New Haven sent a truck the next morning at 9:30 AM and by 11:15 AM the No. 1 was rerailed and by 1:30 PM the box car was rerailed.

The New Haven Maybrook men returned on May 20, 1960 when No. 1, running light, derailed northbound by the Unionville station switch. New Haven wreck master F.J. Fisher and six men (T.S. Blake, W.O. Davis, V. Mangione, G.H. Crist, A. Brawn and G. Pinkney) rerailed the No. 1 which ripped up six lengths of rail.

On January 3, 1961, one pair of wheels of the No.1 derailed at Pounds. The M&NJ called the EL at Port Jervis for help and Mr. Hart received permission from Superintendent Ebert to send a wreck crew to the M&NJ after they finished work at Shohola. The men came to Pounds at 4:20 PM that day and rerailed the diesel at 5:30 PM.

FORM NO. 1		MONTHLY LOCOMOTIVE INSPECTION AND REPAIR REPORT	
.....192.....		LOCOMOTIVE { Number Initial.....	
MIDDLETOWN & UNIONVILLE RAILROAD CO.			
In accordance with the act of Congress approved February 17, 1911, as amended March 4, 1915, and the rules and instructions issued in pursuance thereof and approved by the Interstate Commerce Commission, all parts of locomotive No....., including the boiler and appurtenances, were inspected on....., 192....., at....., and all defects disclosed by said inspection have been repaired, except as noted on the back of this report.			
1. Steam gauges tested and left in good condition on....., 192.....	10. Was boiler washed and gauge cocks and water glass cock spindles removed and cocks cleaned?.....		
2. Safety valves set to pop at.....pounds,pounds on....., 192.....	11. Were steam leaks repaired?.....		
3. Were both injectors tested and left in good condition?.....	12. Condition of staybolts and crown stays.....		
4. Were steam leaks repaired?.....	13. Number of staybolts and crown stays renewed.....		
5. Condition of brake and signal equipment.....	14. Condition of flues and fire-box sheets.....		
6. Condition of draft gear and draw gear.....	15. Condition of arch and water bar tubes, if used.....		
7. Condition of driving gear.....	16. Were fusible plugs removed and cleaned?.....		
8. Condition of running gear.....	17. Date of previous hydrostatic test....., 192.....		
9. Condition of tender.....	18. Date of removal of caps from flexible staybolts....., 192.....		
I certify that the above report is correct.		I certify that the above report is correct.	
.....Inspector	Inspector	
STATE OF.....			
COUNTY OF.....			
Subscribed and sworn to before me this.....day of....., 192....., by {			
Inspectors of the.....Company.			
The above work has been performed and the report is approved.	Notary Public,Officer in Charge.	
KEEP IN STOCK BY STATE, QUICK CHANGER, 81 MIDDLETOWN AVE., ALBANY, N. Y.			

Unlike the M&NJ did later, the M&NJ always seemed to have their paperwork custom printed with their name. This is a blank inspection form for steam engine inspections. O&W shop personnel would fill these out because the M&NJ always had their engine work and inspections done at the O&W's "AV" shops. M&NJRHs Archives.

Although M&NJ/M&NJ No.1 made quite a number of trips to the O&W diesel shops in Middletown and the Erie/EL diesel shops in Port Jervis, we have never seen a photograph of her on either railroad. If anyone should have such a photograph, the Society would greatly appreciate the opportunity to have a duplicate made for the Archives at our expense. Also, does anyone have a photo of O&W #101 or #105 on the M&NJ?

For more on the O&W and EL helping the M&NJ with snow removal see "Snow Removal on the M&NJ.

Bibliography

General Manager's notes as compiled by Louis Zieres, Lloyd Deubler and Jim Wright and preserved/donated by Ray Brown
 Conversations with Pete Rasmussen, President of the M&NJ
 Records of the Middletown and New Jersey Railway Company, Inc.
 Carl Detwyler letter of 10-22-99
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