

NEW YORK & NEW JERSEY JANUARY 2015.

A report from my most recent jaunt to NY and NJ. 7 nights booked in Manhattan (Hotel Penn) opposite Penn Station at a reasonable cost for a quite late booking. Although I'd done a week in NY and NJ not that long ago this was chosen again as it was short notice and not really long enough to do much more, and a trip to Europe instead just didn't appeal.

I would be looking out for my last NJT GP40 more than anything else but didn't see it at all although it (4208) is supposed to be in traffic. Apart from that my other priorities were to get my last 6 class ALP46 locos, my last P40DC and last 2 PL42AC, plus out of Grand Central I was looking for my last 6 MNRR dual modes. Any runs on the NJT GP40 locos would be welcome too, and although I need quite a few of the ALP45 dual modes that NJT uses I was quite happy to just pick up any that happened to be convenient.

FRIDAY 2nd JANUARY

I flew with Virgin on their 16:00 flight from Heathrow, 2 hours late starting due to the captain going AWOL and the replacement having been called in at short notice and then getting stuck on the M25. A long and boring 8 hour flight ensued on a full plane and no entertainment at some seats including mine, great! Oh well, at least I got a voucher for 4000 air miles to be credited to my account, and I spent a bit of time asleep which at least passed some of the time. From touchdown to getting on the airtrain at JFK took just over an hour so not too bad, took the airtrain to Jamaica and had to wait about 20 minutes for a LIRR EMU into the city where I arrived at about 23:30. I checked into the hotel fairly quickly but they didn't have the correct type of room and I was given a single bed on the second floor with a view of a couple of large and buzzing transformers about 6 feet away from the window, not really very nice but I was told to report back to reception the next day to swap rooms. After this I headed to Stout NYC just outside the hotel for a relaxing couple of beers, but got chatting to an Australian guy sat next to me at the bar and ended up staying until about 02:30, not bad for me as I could get up when I felt like, however the Aussie guy had to be at Newark for a flight at 08:00!

MOVES:

Virgin G-VWOW (VS009) 1600 (+120') LHR to JFK
LIRR EMU (????) 2308 Jamaica to New York Penn

SATURDAY 3rd JANUARY

I set off about 09:00 and tried to change my room but was told to come back after 13:00. I sauntered over to the station and soon got my Port Jervis to Bay Head 7 day season ticket for the great price of \$139.50, this would cover me for all of NJT, plus MNRR out of Grand Central as far as New Hamburg. After a spot of breakfast I took the 10:00 departure but didn't have time to view the loco, so when I wandered down the platform at Secaucus and found it was a winner I was quite happy. After a few runs on the diesel routes I headed back to New York, called into the hotel to change rooms but didn't bother waiting when I saw the huge queue, then headed over to Grand Central. At Grand Central at least one of my winners was noted in the station, and soon after I departed another winner passed by heading into the city. With two winners now at the city end of the line I decided that I needed to keep covering as many northbound services as possible, and as luck would have it I also scored a loco while doing fill in moves. Eventually I managed to get my two other winners and ended up at Peekskill where I visited the brewpub

near the station, taking care while walking there in the snow that had been falling steadily during the day. After a couple of quick beers and a meal it was time to head off, my plan was to take the 20:35 train but when I got to the station it was announced as delayed by 25 minutes due to mechanical issues, then it became 35 minutes, then indefinite. A northbound train showed up so I did this as I thought I would have a chance of making the delayed service at the next station, although I had a feeling it would be cancelled which turned out to be the case, so I had a 20 minute wait in the cold for the service behind, and it was now raining and the snow was disappearing. Back in New York I changed my room in the hotel, although the Bert at reception made a bit of a fuss telling me I should have done it before 18:00. He soon backed down when I started to lose my temper telling him it was their fault not mine, and I had come back earlier to sort it out but didn't want to spend who knows how long wasting my time waiting for them to sort out a problem they had caused to start with. Anyway, I ended up in a room that was pretty decent for this hotel, a hotel which quite frankly I would only describe as "average at best".

MOVES:

NJT 4614 (????) 1000 New York Penn to Secaucus
NJT 4533 (1863) 1029 Secaucus to Waldwick (via BCL)
NJT 4101 (1712) 1123 Waldwick to Secaucus (via ML)
NJT 4201 (2111) 1225 Secaucus to Anderson Street
NJT 4147 (2112) 1251 Anderson Street to Secaucus
NJT 4616 (6922) 1325 Secaucus to New York Penn
MNRR 219 (8835) 1443 NY Grand Central to Croton-Harmon
MNRR 202 (8844) 1549 Croton-Harmon to Tarrytown
MNRR 223 (8839) 1620 Tarrytown to Croton-Harmon
MNRR 221 (8848) 1649 Croton-Harmon to Tarrytown
MNRR 210 (8843) 1720 Tarrytown to Croton-Harmon
MNRR 225 (8845) 1802 Croton-Harmon to Peekskill
MNRR 219 (8816) 1835 Peekskill to Croton-Harmon
MNRR 204 (8849) 1902 Croton-Harmon to Peekskill
MNRR 213 (8855) 2045 Peekskill to Garrison
MNRR 204 (8868) 2124 Garrison to NY Grand Central

SUNDAY 4th JANUARY

I spent the first part of the day doing mainly the Port Jervis services with NJT operated MNRR locos before ending up in Hoboken for a meal break. The usual outlets on the station were all closed but a decent pub (Texas Arizona) was found just by the bus terminal and so I made do with that. Following this I took a trip up the Pascack Valley Line to Pearl River and return with an NJT GP40. I took a break in the brew pub opposite the platform and then went back to Secaucus with the same loco, where I fell into another GP40 going back to where I had come from, and safe in the knowledge that I could do a MNRR F40 back I jumped on. To finish the day I went to Woodbridge and spent a while in the brewpub there, taking in some excellent food and beer.

MOVES:

NJT 4606 (7229) 0907 New York Penn to Secaucus
NJT 4906 (71) 0931 Secaucus to Ridgewood (via BCL)
NJT 4512 (1711) 1012 Ridgewood to Ho-Ho-Kus
NJT 4908 (74) 1024 Ho-Ho-Kus to Secaucus (via ML)

NJT 4909 (73) 1131 Secaucus to Ramsey Rt 17 (via BCL)
NJT 4902 (76) 1214 Ramsey Rt 17 to Secaucus (via ML)
NJT 4211 (2112) 1311 Secaucus to Hoboken
NJT 4211 (2115) 1415 Hoboken to Pearl River
NJT 4211 (2118) 1617 Pearl River to Secaucus
NJT 4147 (2121) 1727 Secaucus to Pearl River
NJT 4911 (2122) 1823 Pearl River to Secaucus
NJT 4618 (7269) 1916 Secaucus to Woodbridge
NJT 4526 (7264) 2052 Woodbridge to New York Penn

MONDAY 5th JANUARY

Today I planned to pick up the last of the Bay Head to Hoboken trains at Newark so I could see what was about on the MMC depot. This plan changed when one of my last 5 electrics rolled in heading to NYC so I jumped on and intended to get off at Secaucus, however it didn't stop. Back in New York I did the next departure to Secaucus which was also a winner so worked out as a good result. I spent a while on the diesel routes on the lower level before heading back to New York again, during the day I took a walk into town at Suffern which I'd never done before (found a branch of subway so that was dinner sorted) and also visited the pub at Waldwick which was new for me. In the evening I covered some LIRR trains as I'm pretty much "empty book" when it comes to this outfit, the downside to this was that I'd have to be paying out for validity. The train I covered from NY was as expected top and tailed by dual mode locos, however one wasn't required. This train was the one service that runs through from NY to Oyster Bay, and as I planned to cover it again later in the week I wondered if it the same set would stick. Anyway, I did it to East Williston from where I doubled back to Jamaica, and as I wasn't heading back to the hotel straight away tonight I took the subway to my intended destination as there was a direct service from here. Tonight I visited the excellent "Blind Tiger" for food and beer followed by another subway ride back to base.

MOVES:

NJT 4645 (3825) 0813 New York Penn to Newark Penn
NJT 4625 (3226) 0842 Newark Penn to New York Penn
NJT 4633 (6227) 0909 New York Penn to Secaucus
NJT 4028 (1160) 0930 Secaucus to Hoboken
NJT 4902 (45) 0947 Hoboken to Mahwah (via BCL)
NJT 4027 (1108) 1054 Mahwah to Ridgewood
NJT 4904 (1111) 1123 Ridgewood to Suffern
NJT 4904 (1110) 1216 Suffern to Secaucus (via ML)
NJT 4910 (49) 1323 Secaucus to Ramsey (via BCL)
NJT 4101 (1112) 1404 Ramsey to Glen Rock Main Line
NJT 4015 (1117) 1425 Glen Rock Main Line to Waldwick
NJT 4201 (1216) 1511 Waldwick to Ridgewood
NJT 4206 (1174) 1526 Ridgewood to Hoboken (via BCL)
NJT 4213 (1355) 1628 Hoboken to Plauderville
NJT 4219 (1178) 1708 Plauderville to Secaucus
NJT 4624 } (3510) 1735 Secaucus to New York Penn
NJT 4661 } (3510) 1735 Secaucus to New York Penn
LIRR 512 } (564) 1816 New York Penn to East Williston
LIRR 520 } (564) 1816 New York Penn to East Williston

LIRR 419 (559) 1909 East Williston to Jamaica

TUESDAY 6th JANUARY

A snowy day today. As I hadn't quite made my planned start to the day yesterday I tried again and managed a trip past MMC today, also managed a decent breakfast at Newark Penn on route too. The train I covered into Hoboken had dual mode 4510 on it with pan up all the way which was disappointing, was hoping for a straight diesel but not surprised to see these things are operating some of the Bay Head to Hoboken through services these days. There was no sign of 4208 at MMC (although it quite easily could have been hidden out of view) but my last P40DC 4801 was sighted and looked laid up with a couple of the other P40DC locos, so looks like these are out of favour at present. Once at Hoboken I spotted 4109 was heading for Port Jervis and decided that I'd like a decent run on that, so did it to a very cold Campbell Hall before heading back south and doing a few leaps so I could get some photos of the trains in the snow. Whilst running in and out of Hoboken during peak time it was noted that 4202 was on a load 3 set in the sidings and as I hadn't had many runs off this loco I hoped to have it later in the day, and made an educated guess it would do the 19:02 to Port Jervis. Eventually, after a bit of a break in the station bar at Hoboken I wandered out to the platform and found my prediction to be correct, but with 4210 going to Summit on the 19:03 I chose to do that instead as I knew that 4206 had gone to Hackettstown and would be on the train I would do back, so quite a decent move. Had a bit of a fester at Summit and couldn't see anything of note outside the station, until departure when I noticed there was at least one pub – I should have looked out the door on the other side of the station! Once back in New York the snow had all gone and I took a walk in the freezing cold to "The Ginger Man" and spent a while there before calling it a night.

MOVES:

NJT 4656 (3713) 0805 New York Penn to Secaucus
NJT 4523 (3825) 0822 Secaucus to Newark Penn
NJT 4510 (2308) 0848 Newark Penn to Hoboken
NJT 4109 (45) 0947 Hoboken to Campbell Hall (via BCL)
NJT 4910 (62) 1207 (+15') Campbell Hall to Ho-Ho-Kus
NJT 4911 (1115) 1326 Ho-Ho-Kus to Waldwick
NJT 4902 (1272) 1345 Waldwick to Radburn
NJT 4206 (1259) 1410 Radburn to Waldwick
NJT 4015 (1117) 1436 (+15') Waldwick to Ramsey Rt 17
NJT 4911 (1174) 1510 Ramsey Rt 17 to Hoboken (via BCL)
NJT 4101 (1355) 1628 Hoboken to Rutherford
NJT 4907 (66) 1650 Rutherford to Hoboken
NJT 4216 (1629) 1730 Hoboken to Secaucus
NJT 4533 (1120) 1759 Secaucus to Hoboken
NJT 4210 (341) 1903 Hoboken to Summit
NJT 4206 (882) 2006 Summit to Newark Broad Street
NJT 4600 (6672) 2100 Newark Broad Street to Secaucus
NJT 4604 (3278) 2122 Secaucus to New York Penn



NJT operated MNRR loco 4910 departs Ho-Ho-Kus heading towards Hoboken.

WEDNESDAY 7th JANUARY

I decided to start the day covering the Hudson Route from Grand Central, hoping to get another winner or two from the MNRR dual mode fleet. I fell lucky and managed one which I was quite happy with, taking me down to needing two. Back into New York and over to New Jersey I spent a while doing some NJT GP40s before my second crack at getting some LIRR locos for the week. I purchased a ticket to Mineola and did a Port Jefferson train from NYP changing at Jamaica (the Port Jefferson train being nonstop through Mineola), so getting a top and tail set to connect with a single loco. At Mineola I made a late running unit back as far as Jamaica, although while I was collecting my ticket for this train from the machine the wind blew it away, and I had to chase it and just about managed to catch it which amused the other passengers no end. At Jamaica I had a choice of two trains back to Mineola, the second of which was the NY to Oyster Bay service. I was weary that this could be the same pair I'd had a couple of days ago which would be a shame if I was to reject a single winner on the service in front, however as luck would have it the info booth on platforms 7/8 has a screen inside it which shows the loco numbers for hauled trains. I was able to take a sneaky look at this screen and determine that winner 411 was the first departure and the same pair as the other day was indeed still out so my decision was therefore easy. Back at Mineola for a second time I had some time to kill and visited the pub opposite the station to get out of the freezing cold before going back to New York. In New York tonight I took a walk to "Rattle n Hum" which is a good pub, although a lot of the beers they had on were the same as had been on in "The Ginger Man" the night before and also a little more expensive.

MOVES:

MNRR 226 (817) 0943 NY Grand Central to Croton-Harmon
MNRR 223 (850) 1049 Croton-Harmon to Tarrytown
MNRR 215 (821) 1120 Tarrytown to Croton-Harmon
MNRR 210 (854) 1149 Croton-Harmon to NY Grand Central
NJT 4650 (3845) 1305 New York Penn to Secaucus
NJT 4216 (1626) 1318 Secaucus to Hoboken
NJT 4206 (1621) 1350 Hoboken to Wood-Ridge
NJT 4147 (1628) 1417 Wood-Ridge to Hoboken
NJT 4216 (1653) 1458 Hoboken to Anderson Street
NJT 4014 (1630) 1532 Anderson Street to Secaucus
NJT 4604 (3954) 1601 (+20') Secaucus to New York Penn
LIRR 509 (660) 1649 New York Penn to Jamaica
LIRR 518 (660) 1649 New York Penn to Jamaica
LIRR 502 (560) 1719 Jamaica to Mineola
LIRR EMU (???) 1740 (+10') Mineola to Jamaica
LIRR 411 (666) 1828 Jamaica to Mineola
LIRR 502 (559) 1914 Mineola to Jamaica
LIRR EMU (???) 1939 Jamaica to New York Penn



MNRR 215 arrives at Tarrytown with train 821, while 208 runs alongside on a deadhead train.

THURSDAY 8th JANUARY

As I hadn't seen 4208 at all I decided to head down to Atlantic City to see if it was knocking about down there. An extremely early start was taken as I wanted to do the loco hauled SEPTA turn from Trenton to Philadelphia. I'd yet to have a SEPTA loco even though I've tried a couple of times but I've always been bowled out somehow or other. And so I was at the station to do the 0507 to Trenton, an easy +33 onto the loco hauled SEPTA train, things were however looking dodgy straight away as both the 0417 and 0451 to Trenton were still showing on the departure screens, and both showing delayed. Before long both of those became cancelled but at least the 0507 was allocated a track number, however the train on that track was locked up and in darkness. Eventually an NJT employee showed up to let us on and calm down a few angry punters who were heading to work (I assume he was the night duty manager or similar as he wasn't in uniform), explaining that there had been a power failure at Sunnyside Yard meaning a load of NJT and Amtrak trains were trapped. We still didn't have a train crew as they were being sent from the yard by bus which meant we were eventually 20' late away. Further delays including chucking an effer off at Secaucus and slow running between Rahway and Metropark meant it looked like I would be bowled for my SEPTA move yet again, luckily a few minutes were made up and I made the SEPTA train by about two minutes. After breakfast in Philadelphia I made my way to Atlantic City, and decided to stay on this line for the day and cover the return SEPTA loco hauled to Trenton later. Both 4207 (spare) and 4209 were out but again no sign of 4208. Also out were three PL42s which now seem to be the most favoured traction down here. My move back to Trenton was predictably the same loco that I'd had in the morning, obviously my hopes of having a different loco were misguided. To finish the day I planned to visit the brewpub at New Brunswick, but as I bailed off the train I realised that I had left my hat on the seat, so got back on to get it but the train departed whilst I was doing so. Because of this I made a return visit to the brewpub at Woodbridge as I rate the food and beer, and once back in New York had a quick couple in Stout NYC.

MOVES:

NJT 4620 (3813) 0507 (+20') New York Penn to Trenton
SEPTA 2307 (9724) 0714 Trenton to Philadelphia 30th Street
NJT 4209 (4617) 0859 Philadelphia 30th Street to Atlantic City
NJT 4031 (4620) 1118 Atlantic City to Atco
NJT 4025 (4623) 1212 Atco to Egg Harbor City
NJT 4029 (4624) 1248 Egg Harbor City to Philadelphia 30th Street
NJT 4029 (4631) 1519 Philadelphia 30th Street to Cherry Hill
NJT 4209 (4628) 1551 Cherry Hill to Philadelphia 30th Street
SEPTA 2307 (9745) 1654 Philadelphia 30th Street to Trenton
NJT 4609 (3870) 1827 Trenton to Newark Airport
NJT 4627 (3441) 1918 Newark Airport to Woodbridge
NJT 4608 (3285) 2131 Woodbridge to Perth Amboy
NJT 4610 (3284) 2152 Perth Amboy to New York Penn



NJT 4209 runs into Cherry Hill, with train 4628, 1446 Atlantic City to Philadelphia.

FRIDAY 9th JANUARY

Going home day, and with an evening flight from Newark I decided to spend the last day on the diesel turns out of Hoboken, hoping to get a run off NJT GP40s numbers 4146, 4202, 4203 and 4215. I'd seen all of these out and about during the week but not had a run off them. With a bit of good luck and some careful observation I was pleased to get all four. I had a run early in the day passing the MMC depot again (once again with 4510 as well) but still no sign of 4208. After a decent day with a nice selection of diesels I started to make my way to the airport viewing as many electric turns as possible hoping to get a lucky last winner, but to no avail. My return flight was on time departing and I had an empty seat beside me, plus working entertainment too. The flight was very fast taking about 5 and three quarter hours, so very early into LHR meaning I got home a lot earlier than expected.

MOVES:

NJT 4624 (6613) 0802 New York Penn to Secaucus
NJT 4641 (3713) 0814 Secaucus to Newark Penn
NJT 4510 (2308) 0848 Newark Penn to Hoboken
NJT 4905 (45) 0947 Hoboken to Ramsey Rt 17 (via BCL)
NJT 4202 (58) 1047 Ramsey Rt 17 to Secaucus (via ML)
NJT 4101 (1113) 1148 Secaucus to Ridgewood (via ML)
NJT 4215 (1110) 1238 Ridgewood to Secaucus (via ML)
NJT 4146 (49) 1323 Secaucus to Ramsey (via ML)
NJT 4101 (1112) 1404 Ramsey to Hoboken (via ML)
NJT 4004 (1265) 1526 Hoboken to Secaucus
NJT 4203 (1630) 1552 Secaucus to Hoboken

NJT 4201 (1211) 1618 Hoboken to Delawanna
NJT 4519 (1116) 1651 Delawanna to Secaucus
NJT 4657 (3513) 1733 Secaucus to Newark Penn
NJT 4652 (3869) 1751 Newark Penn to Newark Airport
Virgin G-[VLUV](#) (VS002) 2030 Newark to LHR



NJT 4202 departs Secaucus heading towards Hoboken, train #58, 0920 Port Jervis to Hoboken.

Pete Callaghan
Feb 2015.