

Susquehanna Works Its Diesels 24 Hours a Day

DURING the past six months the New York, Susquehanna & Western has placed in service eight 1,000-hp. Diesel-electric road and switching locomotives to handle increased traffic and speed the movement of vital war materials while, at the same time, reducing operating costs. Six of the locomotives are used primarily in yard and road switching service. Four of this group are provided with multiple-unit control and, in road freight service with maximum tonnage, are coupled to operate as locomotives of 2,000 hp. The remaining two locomotives are designed so that they can also be used in suburban passenger-train service, having been equipped with the necessary gearing and high-speed trucks with longer wheel bases. All eight of the locomotives were built by the American Locomotive Company with General Electric electrical equipment.

The Susquehanna is believed to be the only road terminating on the west bank of the Hudson river on which road service is performed with Diesel power. A typical run of one of the passenger engines begins early in the morning at Butler, N. J. Upon arrival at the Jersey City, N. J., terminal (37 miles), the passenger cars are stored and the engine returns (10 miles) to Little Ferry freight yard to pick up a freight train destined for Green Pond Junction, N. J. (just west of Butler, the initial terminal), where a large amount of freight is interchanged with the Central of New Jersey. A return load is picked up at that point and brought to Little Ferry in the afternoon. The locomotive then proceeds to Jersey City to haul its passenger train on the return evening trip to Butler. At Butler it is placed in local freight service, operating between that place, Paterson (18 miles from Butler) and Passaic Junction, N. J. (21 miles), during the night and returning to Butler for the morning passenger run.

All eight of the new Diesel locomotives operate on a 24-hr. basis with four continuously at work in heavy-duty switching in the Edgewater, N. J., terminal and Little Ferry territory and handling coal trains in coal-

dumper operations. As a result of the intensive utilization of the new locomotives, the railroad has been enabled to lay up 13 steam locomotives formerly used in road, switching and passenger service. It still continues to operate 17 steam locomotives in passenger and freight service.

The Susquehanna has been operated in trusteeship since June 1, 1937, under Walter Kidde, with its steam motive power leased from the Erie. About this time a curtailment of unprofitable passenger-train operations was affected and in July, 1940, a new service utilizing two streamline rail-motor cars was begun between Paterson and Susquehanna Transfer, at which point passengers leave the rail cars and take buses operated by the railroad through the Lincoln tunnel, under the Hudson river, to Times Square, New York. This new service was projected to regain a passenger business lost to motor buses for the entire route and has been so successful that the single unit rail-motor cars frequently are not able to handle the traffic alone. When the volume of traffic necessitates it, one of the new passenger Diesel locomotives will be put into this rapid transit service hauling two or more coaches.

As yet, the new Diesel-electric locomotives have required only ordinary running inspection and repairs. A three-stall portion of the Little Ferry roundhouse has been set aside and equipped with a 7½-ton capacity overhead crane to do any heavy lifting that may be required in repairing the motors or other parts of the new locomotives. A fully-equipped shop with the necessary machine tools for the repair of both steam and Diesel locomotives has been in service as an adjunct of the roundhouse for some time.

We'd like to make known through these pages, expedients for intensive use of existing facilities on your railroad—similar to this instance on the Susquehanna. Your ingenuity for efficiency may put helpful suggestions in the other fellow's mind—and thus aid the railroad industry to contribute its utmost to victory; and also be ready for peace-time competition.



The All-Purpose Diesel Wears the Maroon and Silver Gray Livery of the Coaches Which Are Its Part-Time Assignment