

The Whistlepost...

July 2018



VOLUME I - 5

AS THE OLD SONG GOES...

We've Been Working on the **RAILROAD**

During the past, several months the team at the Delaware & Ulster Railroad has been aggressively working to improve our railroad to become a stronger resource to tourism in the Western Catskills and Delaware County. We have worked on our tracks, bridges and run trains . . . some of the things we have accomplished so far, this year include:



A BRIDGE TOO FAR – NO MORE!

Last year we set out to restore the bridge over Finley Brook near Kirkside Park in Roxbury. Recognizing that the brook was a tributary of the East Branch of the Delaware River and part of the water supply for the City of New York, we decided to take a new course in rebuilding this bridge. Doing research, we found that Mellot Lumber in Pennsylvania could furnish us with “Bridge Timbers” that were not treated with creosote, but using an innovative technology of treating the timbers with environmentally friendly “Copper Naphthenate.” This would eliminate any hazard from using railroad bridge timbers, that had been treated with creosote over the water supply. Starting work last December, with the melting of the winter snows, we were able to complete the project in early June. Our Kirkside Park Bridge is now rebuilt and ready for service.

TRAINS ARE ROLLING . . .

Our railroad opened for the season on Saturday, June 2nd after our track work program was delayed by some late winter storms. We hosted a steam locomotive on the following weekends, with some unique trips down on our Belleayre Sub-division, along with other trips to Halcottsville. Currently we are actively working to build our Charter Train business and will be adding more days of operations and trains to our schedule. It is our goal to break our ridership records from last year, and bring more and more visitors to the Catskills.



DELAWARE & ULSTER RAILROAD

Route of the *Rip Van Winkle Flyer*



Halcottsville Switch Project nearing Completion

BUILDING FOR THE FUTURE

As part of the need to rebuild the switch at the west end of our Halcottsville, we once again decided to move forward and use switch timbers and cross ties treated with “Copper Naphthenate.” All new 115-pound steel rail and switch materials were installed, and the new installation sets a new standard for our railroad.



First Revenue Train – Saturday, July 7th, 2018

TRACKWORK CONTINUES

Even before the snow had melted, we have been out on our tracks working on installation of crossties, ballasting the roadbed, tamping and now regulating. All this work to improve the ride on our trains, while making an investment in the future operation of our railroad. Our goal is to install 1,000 ties this year, and we already have ties laid out to east of Arkville towards Fleischmann’s once again using our “Copper Naphthenate” Ties. So, when you take a ride with us and you will see, how . . .

“we have been working on our railroad!”



Ballast Regulator at Milepost 55