

BELOW: D&H train SB-4 led by the 7316, U33C #755 and ex-Reading GP39-2 #7418 arrives at “R” Tower at Allentown in February 1979. Dave Augsburger was visiting me when SB-4 came east and he climbed the westbound signal to capture this view. That’s me waving to the crew from the 2nd floor window -- it must have distracted me because I don’t remember calling the authorities to arrest Dave. The 7316 would be destroyed in a wreck in 1983 on the D&H.



OPPOSITE ABOVE: You are standing on the sidewalk of the Tilghman Street bridge in Allentown watching eastbound Delaware & Hudson train SB-4 rolling down the former Lehigh Valley main line. Pigs on the ingot train? Yup -- D&H occasionally added their trailers to the gons returning to Bethlehem Steel. Notice also the seldom-photographed Lehigh Structural Steel siderod centercab. The 7315 in blue and yellow stripes is leading former Reading GP39-2’s #7420 and 7411 on July 14, 1980. Conrail’s favored routing north of Allentown was the former Lehigh & Susquehanna on the east side of the river, so being able to photograph this Delaware & Hudson intermodal train on the original Lehigh Valley main on the west bank of the river was a real treat. Kodachrome by Olev Taremae.

OPPOSITE BELOW: On April 11, 2002, CP Rail’s 7309 is working along Delaware Avenue in South Philly with the imposing *S.S. United States* looming in the background at Pier 82 along the Delaware River. The “Philly Shifter” normally was home to a GP38-2. For more than fifteen years the *S.S. United States* has remained here out of service, which belies its previous life as a speed merchant, having broken the record for the eastbound and westbound transatlantic crossings the first time it set sail in 1952. Photo by Mike Harting.