THE DELAWARE & HUDSON RAILROAD operates through portions of three states, Pennsylvania, New York and Vermont, and in these states passes through eighteen counties. The industrial and agricultural opportunities available in this territory are not only numerous but also exceedingly diversified. From the coal fields of Pennsylvania through the fertile farming valley of Schoharie to the capital district of the State of New York, devoted to manufacturing and unsurpassed as a distributing center, the Delaware & Hudson Railroad traverses a portion of the United States rich in raw materials. The Port of Albany to which 85% of the ships of the world can navigate all year round boasts of the largest single unit grain elevators in the world—thirteen million five hundred thousand bushels, and this deep water port brings the commodities of the Great Lakes district 142 miles nearer to the sea. To the north through the slate, marble and granite quarries of Vermont and the feldspar and iron ore deposits of the world-famed Adirondack Mountains to the Canadian border, one finds opportunities to engage in gainful occupation in a climate unequalled in America. The Adirondack Mountains from beautiful Lake George on the south to Lake Champlain and Lake Placid on the north, make this territory a veritable paradise for vacationists, and the mineral waters of Saratoga Springs are equally as beneficial as the waters of the European Spas.

Whether you are seeking a home, a business opportunity or merely a vacation, the Delaware & Hudson Railroad through its officers with their intimate knowledge of the territory, is in a position to give you all details.

GEORGE E. BATES, *Assistant to Vice President for Industrial Development.*

M. J. POWERS, *General Passenger Agent.*

Albany, N. Y.

"The D&H"

THE DELAWARE AND HUDSON RAILROAD

General Offices • Albany, N. Y.

●

AGENCIES

Atlanta	Healey Building
Boston	Chamber of Commerce Building
Buffalo	Elliott Square Building
Chicago	327 South LaSalle Street
Cleveland	Terminal Tower Building
Detroit	General Motors Building
Montreal	1117 St. Catherine Street, West
New York	*Freight* —60 East 42nd Street *Passenger*—33 West 42nd Street
Philadelphia	Finance Building
Pittsburgh	Koppers Building
St. Louis	Railway Exchange Building

"The D&H"

THE DELAWARE AND HUDSON COMPANY

The Delaware and Hudson Railroad Corporation

●

The Hudson Coal Company

Chateaugay Ore and Iron Company

The Bluff Point Land Improvement Company

Fort William Henry Hotel Company

Champlain Transportation Company

Lake George Steamboat Company

Chazy Marble Lime Company

●

Executive Offices

32 Nassau Street, New York, N. Y.

HOTEL CHAMPLAIN

Hotel Champlain is situated just south of Plattsburg, New York, on the summit of Bluff Point, the highest promontory of Lake Champlain, a region famous both for its natural beauty and its historic associations. To the east lie the lake, the distant shores of Vermont with its Green Mountains, and the White Mountains of New Hampshire. To the west the Saranac Valley and the Adirondacks.

The Cottages. Throughout the hotel park of over 800 acres are scattered numerous cottages. These cottages are completely furnished and have wide verandas.

Sports. The eighteen-hole golf course is of championship length and is the second oldest course in the United States. The Beach of the Singing Sands, directly below the hotel, provides a delightful spot for aquatic sports. The Green Drive, a turf bridlepath cut through the forest.

Dancing is held every evening except Sunday in the Louis XVI ballroom.

THE FORT WILLIAM HENRY HOTEL

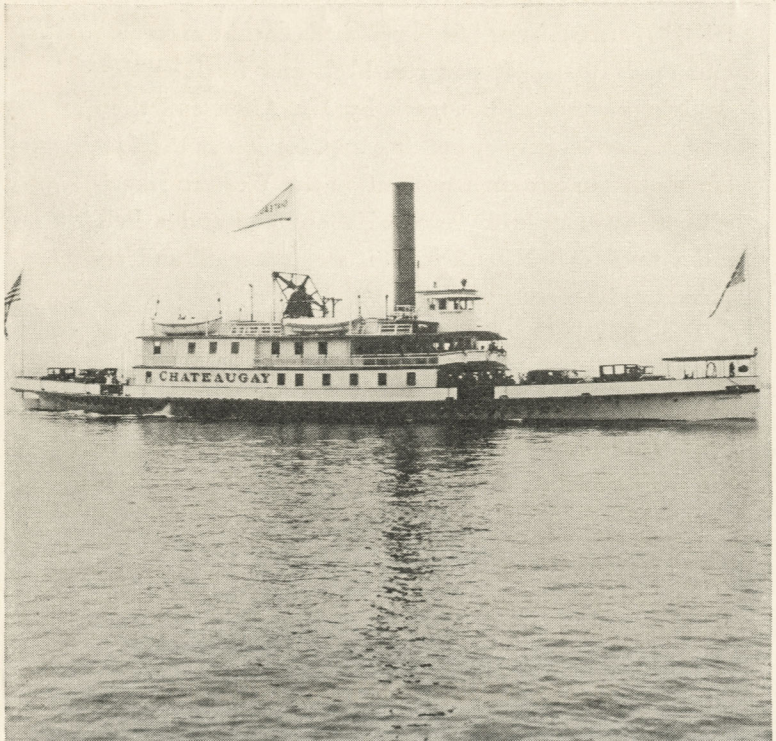
The Fort William Henry Hotel, in the village of Lake George, New York, occupies the site of the old Fort William Henry at the foot of Lake George, properly called "Queen of American Waters". Its appointments are distinctly in keeping with the magnificence of its setting.

From the broad verandas one has a magnificent view of the lake with its verdure-clad islands dotting its blue expanse and the Adirondacks in the distance.

Boating through the lake is one of the charms of a visit to this region. Bathing in the crystal clear water of the lake is a popular pastime. Well-maintained tennis courts are available to guests as is golf at the Glens Falls Country Club.

The handsome Italian Pergola-Casino in front of the hotel on the lake shore provides unexcelled open-air dining and dancing.

From the hotel short trips make easily accessible the historical places of the region such as Saratoga, Schuylerville, and Fort Ticonderoga.



THE CHAMPLAIN TRANSPORTATION COMPANY

The Champlain Transportation Company, the oldest steamboat line in the world and a subsidiary of the Delaware and Hudson Railroad, operates the steamer "Chateaugay" as an automobile ferry between Burlington, Vermont and Port Kent, New York. The "Chateaugay" is a side-wheel steamer with a capacity for fifty automobiles without limit as to size and weight.

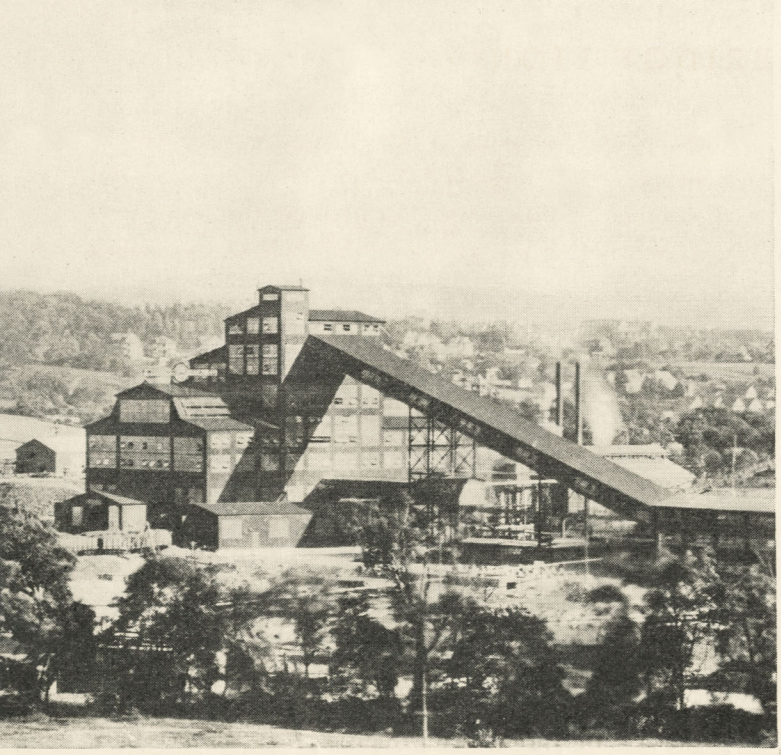
Ample provision is made for passengers with a covered saloon deck and an open sun deck. The trip itself is a delightful sail, crossing historic Lake Champlain at its widest point, within sight of the scene of the naval battle of Lake Champlain between the Americans under Benedict Arnold and the British under Sir Guy Carleton during the War of 1812.

CHATEAUGAY ORE AND IRON COMPANY

Concentrating and Sintering Plant

at Lyon Mountain, N. Y.

Yearly capacity—36,000 tons



THE HUDSON COAL COMPANY

Marvine Breaker

Scranton, Pa.

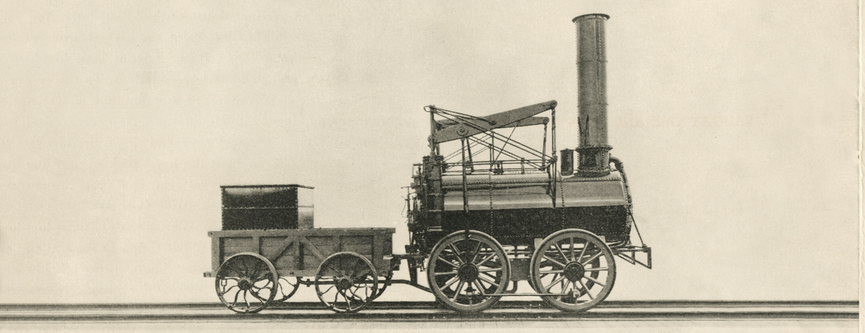
A modern anthracite preparation plant, with a yearly capacity of 2,200,000 tons of D. & H. Cone Cleaned Anthracite.

CHAZY MARBLE LIME COMPANY, INC.

12-Kiln Lime Plant

at Chazy, N. Y.

Yearly capacity—36,000 tons



THE STOURBRIDGE LION

The "STOURBRIDGE LION" was the first locomotive to run on a railway in America, and was operated between Honesdale and Seely's Mills in Pennsylvania on The Delaware and Hudson Canal Company's railroad, August 8, 1829.

LOCOMOTIVE CHARACTERISTICS

Type	0-4-0
Weight on engine truck, pounds	None
Weight on drivers, pounds	14,000
Weight of engine, pounds	14,000
Weight of tender loaded, pounds	5,800
Weight of engine and tender, pounds	19,800
Boiler pressure, pounds	50
Cylinders, two	8½″ x 36″
Drivers, diameter	48″
Tractive effort, pounds	825
Grate area, square feet	8
Valves and motion	Slide, loose eccentric
Feed water heater	Foster, Rastrick and Co.
Tank capacity	400 Gals., ¼ ton
Fuel, kind	Anthracite
Track gauge	4′ 3″

One hundred and ten years ago The Delaware and Hudson Canal Company obtained rights from the Legislature of Pennsylvania, authorizing them to construct a canal from the mouth of the Lackawaxen to the present site of Honesdale and also to construct a railroad from their coal beds at Carbondale to the head of this canal.

In January, 1828, Horatio Allen left New York for England and contracted for four locomotives, one of which, the "STOURBRIDGE LION," built by Foster, Rastrick and Company of Stourbridge, was shipped in February, 1829, unloaded in New York, May 14, and then taken to Honesdale, Pa., arriving the latter part of July, where it was placed on the track and prepared for service.

One of the Company's coal wagons was fitted up to serve as a tender and a box added under the boiler, built around the junction of the two exhaust pipes from the cylinders with the single exhaust pipe to the stack, from which water flowing from the tender was pumped into the boiler. This was probably the first feed water heater in America.

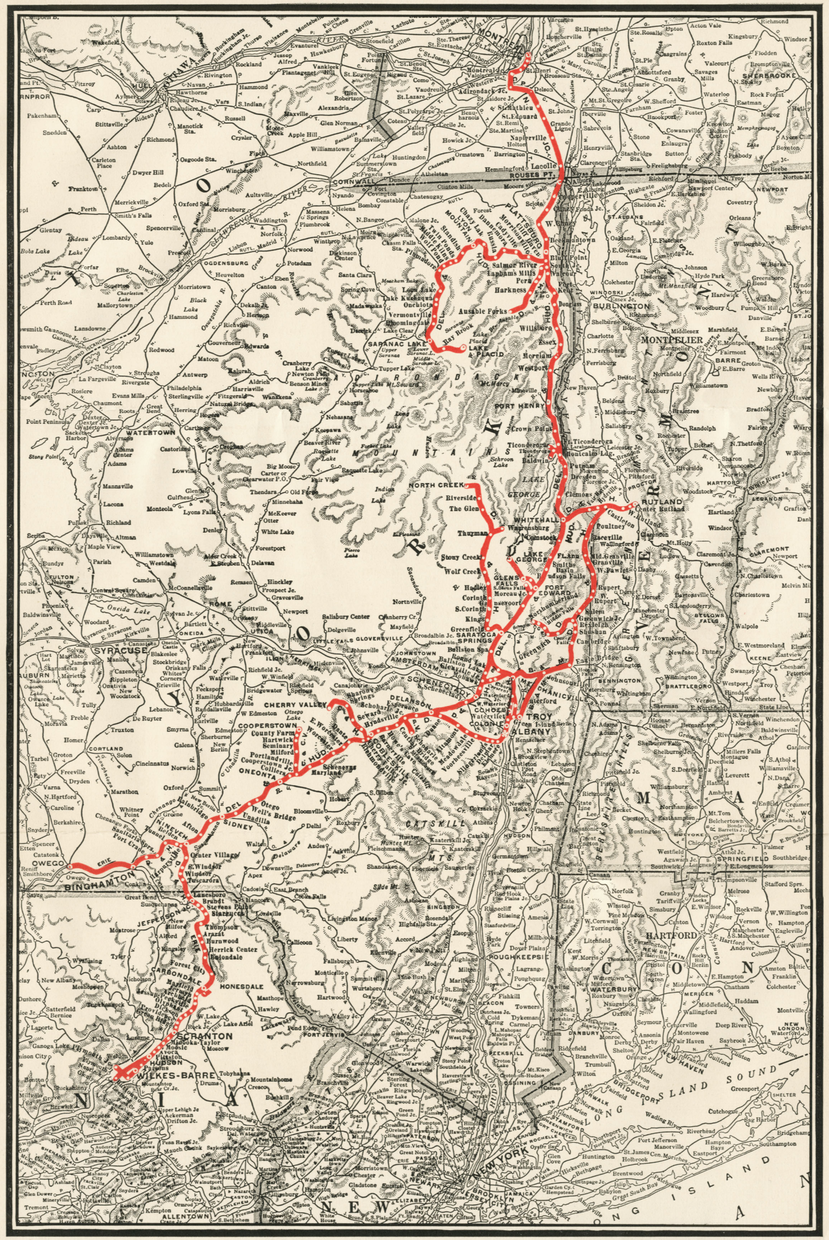
The name LION was suggested by the fancy of a workman, who painted on the circular front, the head of a fierce-looking lion in bright colors, covering nearly the entire area.

Early in the forenoon of August 8, 1829, the "STOURBRIDGE LION" was "fired up" with Lackawaxen coal and ready to go. It was run back and forth on the straight portion of the track by Mr. Allen and then set forth on its history-making trip, for it was the first locomotive to run on a railroad in the Western Hemisphere, covering a distance of about one and a half miles to Seely's Mills, where it was reversed and returned to its starting point.

The "STOURBRIDGE LION" replica was built at the Delaware and Hudson Railroad's Colonie Shops after careful research to insure a true reproduction.

All iron parts have been hand-forged to duplicate the workmanship of the original and the same care exercised with respect to all the detail parts to obtain a true representation.

The replica has been operated under its own steam fired by anthracite.



THE L. F. LOREE

The "L. F. LOREE" is the first four outside cylinder, triple expansion, non-articulated locomotive, and was placed in service April 1933 on the Delaware and Hudson Railroad.

LOCOMOTIVE CHARACTERISTICS

Type	4-8-0
Weight on engine truck, pounds	69,000
Weight on drivers, pounds	313,000
Weight of engine, pounds	382,000
Weight of tender loaded, pounds	287,000
Weight of engine and tender, pounds	669,000
Boiler pressure, pounds	500
Cylinders, 1 High pressure	20″ x 32″
Cylinders, 1 Intermediate pressure	27½″ x 32″
Cylinders, 2 Low pressure	33″ x 32″
Drivers, diameter	63″
Tractive effort, triple, pounds	75,000
Tractive effort, simple, pounds	90,000
Tractive effort, auxiliary locomotive, pounds	18,000
Tractive effort, maximum, pounds	108,000
Grate area, square feet	75.8
Valves and motion	Poppet, Rotary Cam
Feed water heater	Dabeg
Tank capacity	14,000 Gals., 17½ Tons
Fuel, kind	Bituminous
Track gauge	4′ 8½″

The "L. F. LOREE" is the fourth of a series of high pressure locomotives, the first three of which are 2-8-0 type cross compounds, carrying respectively 350, 400 and 500 pounds boiler pressure. All of these locomotives are used in freight service, the latest of which presents a marked departure from conventional design.

Steam is expanded in three stages, being used first in a high pressure cylinder under right side of cab, then in an intermediate cylinder under left side of cab and finally in two low pressure cylinders at front of locomotive, from which it exhausts through the stack.

Poppet valves actuated by a rotary cam gear are applied to all four cylinders, the drive being obtained by means of cranks secured at one end to the main crank pins.

The boiler is of the water tube-fire tube type used on previous high pressure locomotives. The firebox drums, however, are seamless forgings of special steel, the use of which enabled a saving in weight of about 5300 pounds over those of the previous boilers.

The Delaware and Hudson Railroad, the first to apply roller bearings to the main driving axle of a locomotive, has from this experience made similar application on the "L. F. LOREE."

A Dabeg mechanical feed water heater pump, mounted below the left running board and driven from the front crosshead, supplies the boiler with water.

Main and side rods and crank pins are made of a special high grade steel.

The rear tender truck is a Bethlehem Auxiliary Locomotive, operating at full boiler pressure.