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Paul –

Enclosed you'll find the vinyl needed to reletter no. 40, a couple of lettering guides, and a check for \$5,000.00. We'll true up the balance when you see fit.

Thank you once again for being willing to go to all this effort for us. I hope it results in some favorable publicity for the railroad, and a little bump to the coffers.

Quick comments on the contents. I've included 6 25' lengths of 1" striping. A length should do two sides of the box striping, or the upper stripe. Also included is 50' of 3/4" striping, for the cab box stripes.

Having pored over all the pictures I can find of Cliffside engines, I think I can say unequivocally that all three locomotives (no. 40 and 2-6-2s 108 & 110) were lettered slightly differently. It looks very much like someone was sent out with a marking soap and a ruler, and told to go to work. Without bothering with the minutiae of differences between locos, I should point out that:

"Cliffside Railroad Co." is NOT centered front-to-back, or even within the box striping. I would guess that the striping was applied first, and the lettering just started – when the painter ran out of letters, he quit. This means that, on the fireman's side, there's about 15" between the leading vertical stripe and the "C" – but almost 30" between the final "." and the trailing stripe. (I haven't found a useable photo of the engineer's side. I suggest that we start the lettering 15" from the rear stripe, and leave the "unused" space at the front of the tender.)

While the lettering is centered top-to-bottom between the top and bottom stripes of the box, the box itself is not centered top-to-bottom on the tank body. (It is almost, but not quite, centered between the top and bottom rivet lines.)

This was my thinking when developing the diagram included:

Start by marking a vertical reference line (shown in green) using the three prominent vertically-aligned rivets on the coal board.

The leading vertical stripe is positioned 11" forward of this reference line; the "C" in "Cliffside" starts 4" behind the reference line.

The bottom box stripe is located 10" above the bottom of the tank.

The top stripe and rear stripe are located relative to the appropriate tank rivets.

The fillets at the box corners have a 6" radius.

The stripe above the upper rivet line is basically snugged up to the top edge of the rivets, and the spacing between the stripe and the upper lip of the tank is carried over on the coal board – WITH ONE EXCEPTION. It's clear in photos that, at the back edge of the coal board, someone fouled up. There's about a 5-10 degree angle at the rear of the coal board. (I've included a rough sketch.) Let's do this on the fireman's side only.

The cab lettering looks relatively simple:

The top stripe appears to snug up below a rivet line.

The bottom stripe appears to be in line with the second rivet from the bottom of the cab.

The rear stripe appears to line up with the back of the cab window.

Line the front stripe up based on the distance from the rear stripe to the back of the cab – replicate this measurement.

Leave two inches of vertical space between "C R R C O" and "4 0", and center the whole kit and kaboodle in the box.

(Adjust as necessary.)

Voila. One relatively unattractive, but highly authentic, Cliffside paint job.

Call me if you need to discuss anything, and see you on the 19<sup>th</sup>.

JAC

