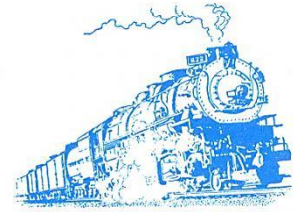


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938

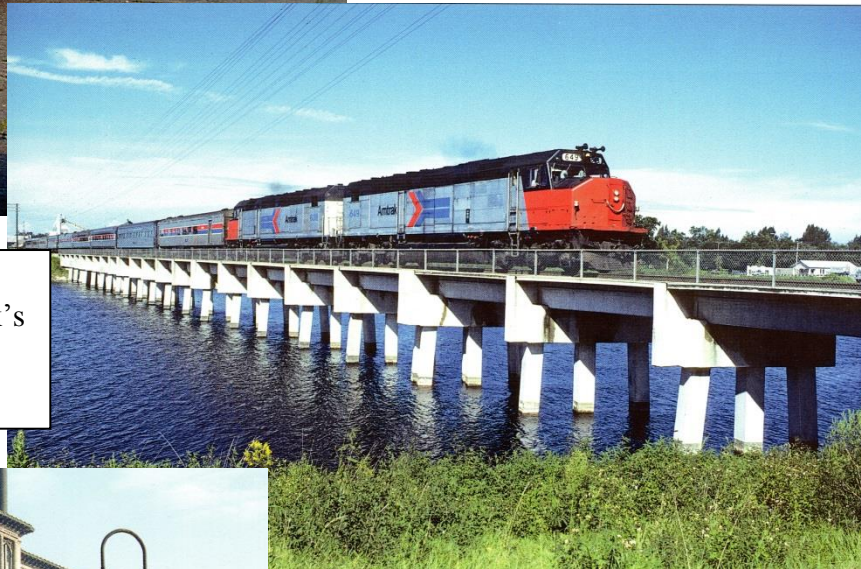


APRIL 25, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 4



E8 #224 with the Toronto-Chicago train at Windsor, Ontario. Since discontinued.

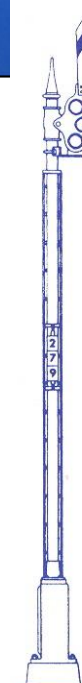
Amtrak #649, the last SDP40F built—Amtrak's first brand-new power. Shown in Florida.



E8 #4316, a one-of-a-kind paint job. Quickly-painted ex-PC unit for Amtrak's inaugural May 1, 1971. Shown at Detroit's station.

The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
“Amtrak News”.....	Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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 Rick Sutton

The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2015
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CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('16)
	Bryan Miller ('16)
	Mike Dolan ('17)
	Roger St. Peter ('17)

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On the cover: Amtrak’s early power. Photos by Emery Gulash, Morning Sun Books Collection. Amtrak Power in Color, Volumes 1 &2, Morning Sun Books.

FORM 19 ORDERS

APRIL B.O.D. MEETING

Monday, April 25th 8 p.m.

MAY BUSINESS MEETING

Monday, May 2nd 8 p.m.

Amtrak's 45th Birthday Celebration

DECODER & LOCO TUNE-UP CLINIC

Thursday, May 5th 8 p.m.

NEWSLETTER DEADLINE

Saturday, May 21st

MAY B.O.D. MEETING

Thursday, June 2nd 8 p.m.

CONTESTS

Congratulations to **Bryan Miller** on winning this month's 50/50 Raffle!

We had a record number of entries this month, responding to a favorite: Al Taylor's "Word Find" puzzles.

Will Baker	Paul Cutler, Jr.
Ron Clough	Savery Moore
Jim South	Rick Sutton
Doug Buchanan	Jack Foley
Bill Garvey	Al Munn
Rill Roach	Bob Ferrenkopf
Fred Lockhart	Mary Melamed
Don Pierce	"Gunny"
Jim Ferris	John Holmes
"Coley" Coleman	Bryan Miller

Congratulations to **Fred Lockhart**, who won the drawing for Brian Solomon's newest book The Majesty of Big Steam.

FOR MAY: What birthday will we be celebrating this year for Amtrak?

Answer forms on the old wood display case inside the layout room or any piece of paper works; just don't forget your name. Good luck! As usual, we will have Amtrak prizes and a delicious Red/White/Blue cake, courtesy Amtrak's Beech Grove, Indiana shops.

FOR AUGUST: a new contributor this month is Savery Moore, who has prepared a "matching" contest: "Match

the Streamliners to Their Railroads. You will find this puzzle at the end of the newsletter and there are extra copies on top of the old wooden display case in the Train Room. Don't forget your name and good luck!

CHIEF'S CORNER

Fred Lockhart

Starting off this month with a progress update. The Scenery Committee is about the same as last month, projects under way are: "Corner City", the swamp at West Middleton, along with the tenement neighborhood on the other side of the tracks from the swamp and the passenger station and adjoining structures inside the wye at White River Jct.



The Electrical Committee has placed a mockup of the future model board for Cedar Hill passenger terminal up on the backdrop. We have had a couple of suggestions and will be leaving it up for another week, or so, before the actual board is started on. The committee has also started to wire the trolley tracks in Larson.

The Trackwork Committee is also working on the trolley area, repairing some track that was out of gauge and had a bad joint. They are also building the remaining two turnouts and will finish a third, half done turnout, in place.

I have started writing qualifications, with input from the Operation Chairman, Paul Cutler III; we will be starting with the Mainlines. In the past, I have appointed members to assist in the qualifications and I will do the same this time, so that we can get through the members list in a timely manner. The process won't be difficult; anyone who has participated in our operations should zip right through the process. For others not so familiar with the railroad, we will spend more time with them so they can get qualified. Running a train from Boston to Cedar Hill and back should not be a problem. "The devil is in the details", such as reading and

understanding the Form A train orders, Form 19s, signals (we only have two as of this writing), and the “Operators Handbook”, which is available from Paul. This little book will supply a lot of information you will need to be qualified. These are a few of the areas a member will need to know. I will have a hand-out ahead of time, listing all the topics covered in the test, so members will have plenty of time to study for the qualification. We will continue qualifications with the operation of the yards, branch lines, industrial areas, along with the positions of Yardmaster, Stationmaster, Trainmaster, and Dispatcher. So there is no confusion: being qualified on the mainlines will be necessary to operate during all “Official Operations, which include shows and Open houses. We will not enforce that until everyone has had sufficient time to qualify.

That’s it for this month.
 Fred Lockhart
 Chief Engineer

APRIL 2011 (5 years ago)

- ✱ Amtrak paints P42 #156 in “Phase I” paint scheme; a first since the F7s and E8s, with the “pointless arrow”.
- ✱ Eastern Maine Railway chosen to operate 233 miles of track in Maine, purchased by the State of Maine from the Montreal, Maine & Atlantic.
- ✱ Construction continues on new Brunswick, ME, train station.
- ✱ With legal problems solved, and federal funding secured, the rehab of Springfield (MA) Union Station to finally move forward. Completion projected for 2015.
- ✱ MBTA expands “Quiet Car” concept to all Commuter Rail lines.
- ✱ Pau Feeney re-joins SSMRC.

- ✱ Amtrak taps into railfan base to boost security with program: “Partners for Amtrak Safety & Security”.
- ✱ FRA outlaws molded-on plastic handgrabs on all freight and passenger cars.
- APRIL 2006** (10 years ago)
 - ✱ Guilford starts using “Pan Am Railways”.
 - ✱ Japan unveils sleeker version of its “Bullet Train” and calls it “The Shinkansen”.
 - ✱ BNSF becomes first U.S. railroad to open office in China.
 - ✱ High-speed ferry service on “The Cat” begins between Portland, ME and Yarmouth, Nova Scotia.
 - ✱ Famous, ticking “Solarie” board replaced with electronic one at South Station.
 - ✱ RR Development Corp. of Pittsburgh acquires two Chinese 2-10-2 locos, one having the distinction of hauling the world’s last regularly-scheduled mainline steam passenger train.
 - ✱ Kadee introduces “Whisker Couplers”.
 - ✱ SSMRC “discussion group” on the Internet set up by Tom Wylie.
- APRIL 2001** (15 years ago)
 - ✱ Quincy Bay Terminal contract up for bid.
 - ✱ Norfolk Southern closes huge ex-Pennsy car shop in Hollidaysburg, PA.
 - ✱ *Champlain Flyer* begins service between Burlington and Charlotte, VT, on the Vermont Rwy.
 - ✱ Amtrak begins service to “new” (rehabbed) Worcester Union Station.
 - ✱ 1st “Official” Operations on new SSMRC layout.
- APRIL 1996** (20 Years Ago)
 - ✱ New York MTA looking to sell Long Island RR freight business to a private operator.
 - ✱ Aluminum “Bethgons” first new freight cars to display merger BNSF reporting marks.
 - ✱ Bangor & Aroostook RR and Canadian American RR become “Bangor & Aroostook System”.
 - ✱ Amtrak converts 20 “Heritage” coaches into mail/baggage cars.
 - ✱ *Cape Codd*er to run between Boston and Hyannis, via Attleboro, instead of New York. (Last year of Amtrak service to the Cape.)
 - ✱ MBTA buys 25 GP40PH-2 locomotives for “Old Colony” service; rebuilt CN freight locomotives, designated GP40MC.
 - ✱ MBTA re-laying second track from Framingham to Worcester, which Conrail ripped up in 1980s.
 - ✱ Rehabilitation of Plymouth and Middleboro lines for “Old Colony” service about 50% complete.

DECODER & ENGINE TUNE-UP CLINIC

- CP Rail System creates “St. Lawrence & Hudson Railway”, as designation of eastern operating unit.
- Cape Breton & Central Nova Scotia Railway taking delivery of ex-CSX GP40s, to replace their famous fleet of Alco M630s and RS18s.
- Amtrak produces first “Cab-baggage” out of F40 locomotive. (used on *Downeaster* service among other “push-pull” trains.)

APRIL 1991 (25 Years Ago)

- Attendance figures show 2,315 paid admissions at Show and Open House.
- “Tower A” outside North Station closes.
- MA Gov. William Weld commits to restoring all three lines of Old Colony Commuter Rail.
- Worcester Telegram & Gazette editorial agrees with consultant’s study that Union Station should succumb to the wrecker’s ball.

APRIL 1986 (30 Years Ago)

- SSMRC “Filene’s Portable Layout” set up and manned at Hanover Mall for a week.
- Boston celebrates “50 years of trackless trolleys”.
- Plan suggested filling in Boston Harbor, to alleviate overcrowding on South Shore. The Presidential Range of the White Mountains would be taken down, rock by rock, to supply the fill. Maine Central’s “Mountain Division” would be used to move the earth, with at least three unit trains per day. Also solved: the sewerage problem in Boston Harbor, since it will do away with the Harbor!
- Guilford strike causes re-routing of Montrealer via Palmer; the beginning of the end of Guilford owning Vermont trackage.
- Edaville advertises Flying Yankee for sale at \$230,000.
- Amtrak plans to start Cape Codder service in June.
- Richard Kughn purchases Lionel Trains from Kenner Parker Toys.
- MBTA Board votes to purchase 16 F40PH locomotives for Commuter Rail service.
- Guilford closes B&M-Canadian Pacific interchange at Wells River, VT.
- BAR sells its famous F3s to various tourist roads.

APRIL 1981 (35 Years Ago)

- E&B Valley produces first Covered Hopper kit.
- Ed Sisk becomes “probationary member” (first time).

Rob Cook returned with his Stewart F7, painted in NYC “lightning stripe”, looking to replace the weak LED with a nice, bright LED. That was done fairly easily with a “golden white” LED, which he shrink-wrapped to the metal tube, which was stock with the model and contained the original bulb.

Bryan Miller brought two locos, both decorated for the Maine Central and both had plugs. The first was an Atlas H660, where the DZ123P fit in nicely, despite the tight space in this small loco. His other loco, an Athearn R-T-R RS3, had the usual 9-pin plug which nicely takes the DH123, giving a “tray” over the back truck, where the decoder fits real nice. In both cases, the factory board contains resistors protecting the LEDs (Atlas) and the mini-bulbs (Athearn).

Long-time attendee **Chris Barlow** brought an Athearn SD4-2 dressed in U.P. yellow, and he brought his own Bowser sound unit. Much to his own surprise, following the complete installation instructions, he was completely successful and very pleased with the operation and sound. (A good recommendation.)

Savery Moore brought six U.P. locomotives: SD40-2, SD7, U28C, RSD15 and two SD24s. He wanted to “speed-match” them all and with Paul Cutler III’s help, was able to do all but one of the Atlas SD24s, as the CV6 was not responsive. He was happy to get this done, as he had problems at the last Operations, with one of the units “dragging” along.

Paul Agnew brought his own SW7, decorated in ECL colors. This old Athearn unit was quite a handful of problems. He had picked up a new motor and drive on the W.E.T. and spent the whole evening installing and decoding by hardwiring the DH123. Lights will come later.

Barry Doland spent the evening being “sidewalk supervisor” and enjoyed getting out to the Club.

Thanks to **Paul Cutler III** for straightening out the work stations and for assistance during the clinic.

Our next clinic will be **Thursday, May 5th**. Sign-up sheet on Bulletin Board. Everyone is welcome!

POTPOURRI

MASSACHUSETTS TRANSPORTATION Secretary and CEO Stephanie Pollack on March 28, 2016 announced a new level of transparency at the MBTA, with the launching of the MBTA's Performance Dashboard. For the first time, the public can track the daily reliability levels of the four subway lines and all 170 bus routes. It also marks the first time that performance data for all four branches of the Green Line is publicly available. The Dashboard gives the public the ability to look at the reliability of lines or routes for an entire day, or just during rush hour periods. There are more than a million passenger trips each weekday on the MBTA bus and subway systems. "Our ultimate goal is to make the MBTA one of the best transit systems in the country," said Pollack. (Pie-in-the-sky?-Ed.) "The Dashboard reflects our priority of making data-driven decisions and in keeping us accountable when it comes to customer satisfaction." The Dashboard reflects the same information used internally by the MBTA to improve the transit systems on-time performance. It focuses on four categories of metrics: reliability, ridership, financials, and customer satisfaction. (TN

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UNION PACIFIC RAILROAD jumped to the No. 2 spot on Military Times' Best for Vets: Employers 2016 rankings, up from No. 11 the previous year, the railroad reported March 24, 2016. UP is among 75 companies selected, and the only business in the transportation industry ranked in the top five. Rankings are based on recruiting, mentoring, and on-the-job training and spouse employment. Military veterans are a great fit for Union Pacific

because of their focus on safety, proven leadership skills and experience working in challenging environments," said Sherrye Hutcherson, UP's Vice President-Human Resources. "Our blueprint for talent management is focused on recruiting, developing and engaging top talent, and veterans are a cornerstone of that strategy." (RA)

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THE FIRST HIGH-PERFORMANCE Charger diesel-electric passenger locomotive has rolled off the line at the Siemens manufacturing plant in Sacramento, Calif., and will soon begin testing and qualifying. Charger locomotives are designed to operate at speeds up to 125 mph. They're powered by a Cummins QSK95, a 16-cylinder, 95-liter-displacement engine rated at 4,400 hp. and manufactured in the U.S. at the company's Seymour, Ind., plant. The QSK95, says Siemens, "is engineered with modern technologies and design features that ensure the highest performance, lowest fuel consumption, cleanest emissions, and lowest total cost of ownership of any locomotive engine." It meets EPA Tier IV emission

standards. At 4,400 HP (3,281 kW), the QSK95 "achieves the highest output of any 16-cylinder high-speed diesel, and is capable of a



top speed of 125 mph (201 kph) as a prime-mover," Cummins said. "Combining our latest-generation Modular Common Rail Fuel System (MCRS) with quad-turbocharging, the QSK95 delivers reduced noise, excellent response and ultra-low-emissions capability." Siemens is manufacturing 69 Chargers for the Departments of Transportation in Illinois, California, Michigan, Missouri, Washington State and Maryland, and for Brightline, the privately owned and operated express passenger rail service to be offered by Florida East Coast Industries subsidiary All Aboard Florida that will connect Miami and Orlando. Siemens is also building Brightline passenger coaches in Sacramento. The first Charger, pictured here, is destined for Washington State. (RA)

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IF YOU THINK WMATA's March 15 Metrorail shut down was bad, the agency's chairman says this week that individual lines could shut down for a many as six months at a time for repairs. Leaders of Washington Metropolitan Area Transportation Authority's Metrorail system hinted strongly that one or more lines could be closed for up to six months at a time to conduct a maintenance blitz, saying that single-tracking and section closures on late nights and weekends provide insufficient time to get needed safety and reliability upgrades done. This possibility has been discussed before, but the willingness of current Metro management to close the system for a day two weeks ago to replace frayed jumper cables is causing riders to take the idea more seriously. Jack Evans, WMATA's chairman, made the announcement recently. "The system right now, in order to do the maintenance that needs to be done, cannot be done on three house a night and on weekends. It just can't," Evans told a meeting of regional officials. "People will go crazy. But there are going to be hard decisions that have to be made in order to get this fixed." WMATA spokesman Dan Stessel later said Evans was "speaking hypothetically. "The Federal Transit Administration, which assumed direct safety oversight of WMATA from a regional oversight board last year, wasted no time weighing in. An FTA spokesman told POLITICO the idea of extended shutdowns "is yet another example of years of failure by regional leadership to address WMATA's safety oversight needs. The Federal Transit Administration was on the mark when it revealed significant areas of organizational deficiency and operational concerns." (TN) And we think the MBTA sucks!-imagine the Red Line shutting down for 6 mos.-!-Ed.

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MEMBERS of the Erie Lackawanna Dining Car Preservation Society can walk with their heads a little higher these days. After all, their prize project of restoring an EL dining car to operation took a big step forward in March by serving a meal from a moving EL kitchen for the first time in decades. On March 29, the society catered to Scranton-area executives on an inspection train on the Delaware-Lackawanna Railroad. It was the first run of the restored Dining Car No. 469, originally used on the Delaware, Lackawanna & Western's Hoboken,

N.J., to Buffalo, N.Y., *Phoebe Snow*. "We all felt a tremendous amount of pride and accomplishment as we watched our equipment performance and witnessed what it is truly capable of after years of hard work and dedication by our volunteers and supporters," says Paul Capelloni, the dining car society's vice president. The Budd Co. built No. 469 in 1949. Volunteers have been raising money to restore the car since the dining car society purchased it in 2010. A 2012 grant paid to move it onto the group's private property in Scranton. After extensive wheel and truck repairs, the society began to host stationary meal service with catered food prepared off-site. Work on 469's kitchen, plumbing, and propane supply continued through 2014 and 2015. The inspection trip with 469 was included in the consist of a train that included managers from Genesee Valley Transportation, the Delaware-Lackawanna, Norfolk Southern, and the Northeast Pennsylvania Regional Rail Authority. Students from the Lackawanna College culinary education department came on board to serve up the first meal prepared with the 469's own appliances in several decades. (TN)

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WASHINGTON'S UNION STATION will be getting remodeled as Amtrak looks to expand capacity and make significant renovations to the 109-year-old station beginning this summer. According to an article in The Washington Post, the upgrades will be coming with a price tag of between \$40 million to \$50 million with much of the money coming from Amtrak's budget. Improvements include doubling the size of the passenger concourse, adding new departure gates, seating, restrooms, and a ClubAcela lounge. The expansion will include a 20,000-square-foot addition to the station's north wall on the concourse level, the Washington Business Journal reports. Amtrak released renderings of the expanded concourse this week, saying that Union Station as it stands today is operating beyond capacity — especially during peak travel times. In addition to Amtrak's efforts to modernize the station, the Washington Metropolitan Area Transit Authority is planning a new Metrorail subway staircase and First Street entrance to Union Station on the western end of the concourse. The project should be completed by 2019 and is part of a much larger three-phase redevelopment plan valued at \$8.3 billion. The station was last remodeled in 1988. (TN)

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THE CONNECTICUT Department of Transportation (ConnDOT) has issued a Request for Proposals (RFP) for a service provider on the New Haven-Hartford-Springfield intercity rail line, now branded as the CTrail Hartford Line. The RFP is open only to those service providers approved and "short-listed" after a Request for Qualifications issued by ConnDOT in 2014. "The Hartford Line service provider will be responsible for hiring personnel, operating trains, maintaining stations, parking facilities and overseeing station advertising," said ConnDOT Commissioner James Redeker. "Meanwhile, as the line owner, Amtrak will remain responsible for right of way maintenance, signaling and train dispatching." (RA)

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THE AMERICAN PUBLIC Transportation Association says that while 2015 was the third highest annual ridership in ten years, ridership still declined across all modes of public transportation by 1.3 percent in 2015. "In 2015, people took 10.6 billion trips on public transportation – the third highest annual ridership in the past ten years," says Valarie J. McCall, APTA Chair and board member of the Greater Cleveland Regional Transit Authority. The association says that significantly lower gas prices and an increase in transit fares may have led to the small decline last year. (TN)

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CANADIAN PACIFIC RAILWAY Ltd. announcement of April 11th that it has terminated efforts to merge with Norfolk Southern Corp., including the withdrawal of a resolution asking NS shareholders to vote in favor of good-faith negotiations between the two companies. "No further financial offers or overtures to meet with the NS board of directors are planned at this time. CP proposed the creation of a true end-to-end railroad that would enhance competition, ease freight congestion now and into the future, improve service to shippers, better support the economy and generate significant shareholder value for both companies. "We have long recognized that consolidation is necessary for the North American rail industry to meet the demands of a growing economy, but with no clear path to a friendly merger at this time, we will turn all of our focus and energy to serving our customers and creating long term value for CP shareholders," says CP CEO E. Hunter Harrison. CP has a proven approach –

precision railroading – that delivers superior results for customers, employees, communities and shareholders. CP will continue to focus on providing the best service, controlling costs, optimizing assets, operating safely and developing the best team of railroaders in the industry." (TN) Good news for NS "fans"!-Ed.

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BOTTLED WATER will be coming to New England by rail. Poland Spring Water, a bottled water company based in Maine will be using Pan Am Railways to transport bottles of water from Maine to wholesale suppliers in Massachusetts. The company plans to move 105 shipping containers of bottled water per week, the Associated Press reports. The containers will be trucked from the company's bottling plant in Kingfield, Maine, to an unused intermodal facility in Waterville, Maine. The trains will then travel south to Portland, Maine, where company officials will load up the water bottles. According to the article, trains will then run south to Ayer, Mass., where the containers will be transferred back to truck for shipment to nearby wholesale suppliers. The trains will operate each Friday, Saturday, and Sunday. (TN)

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PEABODY ENERGY CORP., the world's largest private-sector coal company, filed for U.S. bankruptcy court protection this week. Peabody is a Fortune 500 company, serving metallurgical and thermal coal customers in 25 countries on six continents.

According to a news release issued by the company, the purpose of the filing is to reduce its overall debt level, lower fixed charges, improve operating cash flow, and position the company for long-term success, while continuing to operate under the protection of the court. All of the company's mines and offices will continue to operate in the ordinary course of business, and are expected to do so for the duration of the process. None of the company's Australian entities are included in the bankruptcy filings, and Australian operations are continuing as usual. "The factors affecting the global coal industry in recent years have been unprecedented," a Peabody representative says. "Industry pressures in recent years include a dramatic drop in the price of metallurgical coal, weakness in the Chinese economy, overproduction of domestic shale gas, and ongoing regulatory challenges." (TN)

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ANOTHER MAJOR RAILROAD electrification program in North America is about to get under way, thanks to the Canadians. GO Transit is the regional public rail transit service of the Greater Toronto and Hamilton in Ontario. Its seven rail routes fan out in all directions from iconic Union Station in the heart of downtown Toronto. It has been providing frequent service using modern, state-of-the art equipment since 1967 when it evolved from a single line along Lake Ontario's shore line. In 2010, planning began to electrify the entire system, over nearly 250 route-miles. The project has progressed to the point where the necessary environmental impact documents will be completed by summer of this year. The engineering consultants will submit final design concepts for the catenary system and traction power substations late this year; it is expected that the bid process will take place in early 2017. The project will be bid on the "DBOM" or design, build, operate, and maintain principal. Actual construction should begin early in 2018. This will be the second major railroad electrification project taking place in North America, following California's lead. The project will be done in phases over a ten year period, starting with the busiest line which has the fewest ongoing capital upgrade projects, most likely the Lakeshore West line extending to Hamilton, a distance of nearly 40 miles. The five busiest will be completed within the initial time frame, the remaining two sometime later. (TN)

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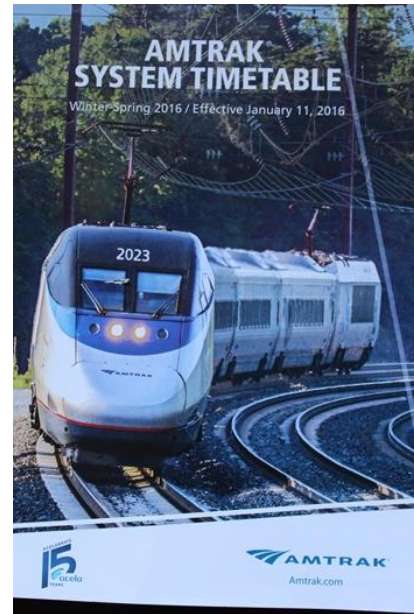
THE MASSACHUSETTS D.O.T. will be seeking public feedback on its drafted five-year multi-billion dollar capital investment plan. The draft looks at long-term spending in the agency's rail and transit systems. The 2017 to 2021 capital plan draft includes funding for rail-related projects for the Massachusetts Bay Transportation Authority, including funding to complete the installation of positive train control equipment, funding needed for the state's percentage of the Green Line extension, and \$15 million for the continuation of the Industrial Rail Access Program, a grant program that works supports partnerships with freight railroads and local governments. The South Coast Rail Project would also receive \$148 million for preliminary design and permitting work. The project looks to restore 52-miles of commuter rail service between Boston and the state's South Coast. The agency

says commuter trains last served the area in 1959. Meetings will begin on April 25 in Fitchburg, Mass., and run through the entire month of May at different locations. (TN)

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ALTHOUGH IT WILL CONTINUE to be available as a downloadable file from Amtrak's website, the national timetable with every train on every route at every station — and all of the Amtrak Thruway bus connections — will no longer be printed. In a statement released last week, Amtrak says, "surveys have revealed that few customers want or use the printed System Timetable and expressed a preference to access information on-line." Other reasons given include:

- Schedules, policies, and programs are ever-changing, and it's impossible to keep the printed document up-to-date
- Reducing print is financially and environmentally responsible
- Individual route panels will continue to be printed for distribution aboard trains and at stations; these are also available on-line.



As late as the 2011-2012 Fall-Winter edition, Amtrak's press run was 500,000. It dropped to 360,000 by 2013, and concluded with a 300,000 printing in what turned out to be the final printed timetable, which was issued on January 11, 2016. (TN) Too bad.-Ed.

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THE THREE BIG TRAIN STATIONS in Boston have long attracted new development around their busy locations. Now, each station could soon be the anchor for a major real estate project that would rise above the tracks. In a city seemingly blitzed by new buildings, among the largest are those slated for North Station, South Station and Back Bay Station. Boston Properties and Delaware North have already begun construction at North Station. That project will eventually include a 38-story residential tower, two shorter buildings, and a massive retail complex at the long-empty site of the old Boston Garden on Causeway Street. Across town, Boston Properties recently unveiled an ambitious vision to remake Back Bay Station and a neighboring parking garage, as the base of a trio of buildings that would join the Back Bay and the South End. And at South Station, the Houston developer Hines is attempting to kick start long-stalled plans to build what would be among the tallest buildings in the city. All three projects are complex, in terms of engineering and economics. But for the cash-strapped MBTA, they bring deep-pocketed partners, who could help pay for needed transit improvements. In return, the developers would get access to some of the best locations in a crowded city with a growing population, where getting around can be a challenge. (BG)

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A SOFTWARE-INDUSTRY VETERAN is taking on one of the toughest problems facing the U.S. railroad industry: the chronic traffic bottleneck surrounding Chicago that can take more than a day for freight trains to move through. Frank Patton, 73 years old and chairman of fledging Great Lakes Basin Transportation, Inc., wants to build a privately-financed rail route through Illinois, Wisconsin and Indiana, that would allow trains to loop around the congested rail hub. Patton's proposed 280-mile line would reduce the 30-hour train travel times through Chicago to 8-10 hours. It would take about five years to permit and build, and cost \$8 billion. He said that cost would eventually be paid off by user fees from the six major North American railroads the line intends to serve. (WSJ)

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PROPOSING A RADICAL NEW business model, Quebec's huge public pension fund announced April 22, 2016 that it will directly undertake construction and continuing operation of a 67-km

(41.5-mile), double-tracked, electrified and fully automated rapid rail network, the Réseau électrique métropolitain (*REM*), which will transform commuting in Montreal and its immediate hinterland. The REM, which will be an automated rapid transit system (though the city is calling it "light rail"), will serve 24 stations 20 hours a day, with departures every three to 12 minutes depending on route and time of day. The *Caisse de dépôt et placement du Québec* pension fund will put up C\$3 billion of the C\$5.5 billion project, with the balance coming from the Quebec and Canadian governments as subordinate equity investors. Because of its fiduciary responsibilities to protect old-age pension payouts, the deal will guarantee the Caisse first call on profits, with the two levels of government claiming their share only above an agreed-upon threshold. But the Caisse will not ask government to backstop its investment and will assume the business risks of ridership and revenue. Thus, the pension fund, which last November acquired 30% of Bombardier's global rail business, becomes a railway operator. Caisse CEO Michael Sabia was in the 1990s chief financial officer of Canadian National. Quebec is the only Canadian province to run its own old-age security pension; the others are covered by Canada's national pension system. Overhead catenary will provide the power, with third-rail rejected because of Quebec's icy winters. REM will be the third-longest driverless rail system in the world, after Dubai and Vancouver, and will employ 1,000 workers. The initial fleet will consist of 200 150-passenger cars with open "boa" vestibules between them. Sabia says construction should start in spring 2017 with the full system operational in 2020. Procurement and environment assessment hearings are to begin this summer. (RA)

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I ENJOYED THESE ARTICLES in this month's RR magazines and can suggest them to you:

TRAINS

Reinvention

Key to P&W success

EMD Reenters Passenger Market

New F125 for Metrolink

Battle for Freight Begins

Renewed Panama Canal

MODEL RAILROADER

How to Model Realistic Track & Roadbed
The Basics of Decoder Installation
What is a Buffer Car?

RAILROAD MODEL CRAFTSMAN

The Conrail I Know
Modeling Conrail across time
Railroad Signals, Part 5
Look Both Ways
Weathering debate between Mike & Bill

CLASSIC TRAINS Spring 2016

Wyoming Steam Parade
What's In a Photo? D&H's *Laurentian*
Left on the Drawing Board
CNR steam that never made it
Calamity at Glenita
SRR 1968 coal train pileup

News sources: Boston Globe, Boston Herald,
Amtrak "News", Trains Newswire, Railway Age,
Railpace Newsmagazine, RRE "Callboy", "The
470", Patriot Ledger, Wall Street Journal.

EDITOR'S NOTES

1. Ron has this news about **Bare Cove Park**: "The Hingham Naval Ammunition Depot Memorabilia Display will be open on Sat, April 30th from 10:00 am to noon in the green dock house which is about a mile walk in from our building. Other dates are on the 4th Sunday of each month through October and Nov. 20th (3rd Sun). Scott has quite a collection of maps, photos and artifacts from the depot and if you haven't been there, it is worth a visit. I'll post a flyer at the club with the dates."
2. **Nominations** for June elections will take place at next week's Business Meeting.
3. After next Monday's business meeting, you will have an opportunity to enjoy a slice of **Birthday cake** in honor of Amtrak's 45th!

4. We will be **voting new "place names"** at Monday's business meeting. See the list of nominations on the following pages.

.....*David N. Clinton*

MEMBER NEWS

We miss **Jack Bryant** and hope that he is coming along and will be able to join us at the meeting next week.

We also miss "**Nick**" **Nickerson**, who was named "Honorary Member" at this month's Business Meeting. Congratulations, Nick!

Birthday Celebrations

The following members have made it through another year and deserve congratulations:

Dennis Gogan	May 5 th
Dick Kozlowski	May 6 th
Brendan Sheehan	May 9 th
John Sheridan	May 11 th
Coley Walsh	May 15 th
Paul Cutler, Jr.	May 18 th
Doug Buchanan	May 22 nd
Steve Peers	May 30 th

RUNNING EXTRA

Remembering Conrail, 40 years later

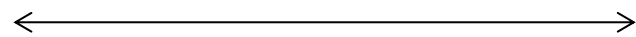
By Wayne Laepple | April 1, 2016 Trains.

It's hard to imagine a more inauspicious day to start a new venture than April 1, but that's exactly what happened on April 1, 1976, when Conrail came into being. Congress ordained the new company to pick up the pieces of the seven bankrupt railroads concentrated in the Northeast United States.

The bankruptcy of the ill-fated Penn Central in 1970 started the dominoes toppling, and the 1972 Tropical Storm Agnes flooding was the final blow for the Reading, Jersey Central, Lehigh & Hudson River and Lehigh Valley (AND Erie-Lackawanna-Ed.), while the Michigan-based Ann Arbor went bust in 1973. The new company had over 40,678 track miles and more than 94,000 employees when it started.

On day one, there were hundreds of miles of weedy, 10 mile-per-hour track, balky signal systems, ancient locomotives, bad order freight cars by the score, and yet, Congress expected this all to become profitable in short order. But even with millions of dollars of taxpayer funds, Conrail bled money. Not until the enactment of the Staggers Act in 1980, which allowed the railroads nationwide to recover their actual costs and abandon unprofitable lines, did Conrail have a chance to turn itself around. In 1981, Conrail President L. Stanley Crane got rid of 4,400 miles of track that carried just one percent of Conrail's traffic. The company got out of commuter train operations, always a drain on profits, by turning many commuter-heavy branches over to public transit agencies such as Boston's Massachusetts Bay Transportation Authority, New York City's Metro-North and Philadelphia's Southeast Pennsylvania Transportation Authority. It finally began to turn a profit.

The government privatized Conrail in 1986, and in 1987, it offered itself in the largest initial public offering ever of \$1.65 billion. By 1998, the company was down to 21,000 track and 19,600 employees. Just 10 years later, CSX and NS came calling, and on June 1, 1999, the two split up Conrail and it was all over.



Conrail at 40: An experiment that worked

William C. Vantuono, Editor-in Chief, with Alfred E. Fazio P.E., Contributing Editor [Railway Age](#).

April 1, 1976 was a watershed day in U.S. railroading history. On that day, Consolidated Rail Corp., better known as Conrail, began operating under the auspices of the U.S. government a new railroad cobbled together from six bankrupt Northeastern carriers: Penn Central, Erie-Lackawanna, Jersey Central, Lehigh Valley, Reading, and Lehigh & Hudson River. Conrail, now 40, continues to thrive, albeit in a very different form from when it first turned a wheel.

First, some history. To address the looming collapse of freight and passenger rail traffic in the East as a result of those railroad bankruptcies, Congress passed the Regional Rail Reorganization Act of 1974, the 3R Act, which provided interim funding and created Conrail as a government-funded private company. Under the 3R Act, the United States Railway Association (USRA) prepared a Final System Plan, identifying the rail lines from the bankrupt railroads that would be transferred to Conrail. Congress approved Conrail's Final System Plan as part of the Railroad Revitalization and Regulatory Reform Act of 1976, the 4R Act, which was signed into law on Feb. 5, 1976. The 4R Act also turned over ownership of most of the Northeast Corridor to Amtrak.

Conrail began operations on April 1, 1976. Its mandate was to revitalize rail service in the Northeast and Midwest and to operate as a for-profit company. Conrail's economic recovery and turnaround began in 1980 when the Staggers Rail Act, which largely deregulated railroads, was signed into law.

Conrail's first profitable year was 1981. Its financial situation greatly improved following passage that year of the Northeast Rail Services Act (NERSA), which relieved the railroad of responsibility for operating unprofitable commuter rail services, turning them over to state-run agencies such as New Jersey Transit and SEPTA. By 1983, Conrail had become a for-profit, freight-only railroad.

By 1983, Conrail, under the leadership of the now-legendary L. Stanley Crane, had become the fourth-largest freight hauler in the U.S. In 1985, the Conrail Privatization Act was enacted, authorizing a public stock offering to return the railroad to the private sector. In 1987, Conrail was returned to the

private sector in what was then the largest initial public offering in U.S. history, raising \$1.9 billion. Interestingly, most of its route-miles had their origin in the Penn Central, which when it went belly-up in 1970 was at the time the largest corporate bankruptcy in U.S. history.

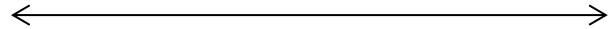
“Conrail began in 1976 as a federally subsidized operation with 100,000 employees, losing \$1 million per day,” notes Vice President and Chief Engineer Tim Tierney. “The Staggers Act led to substantial deregulation, and the company took full advantage of that. By its 1987 IPO, Conrail was starting to make \$1 million a day. Management identified premium markets such as intermodal and automotive. But success required many sacrifices: employee reductions, line and division consolidations, line spinoffs to short lines, etc. The remaining employees were true survivors who became very efficient and productive.”

In 1997, during the era of railroad megamergers and following a contentious battle for control, Norfolk Southern and CSX agreed to acquire Conrail through a joint stock purchase. CSX and NS split most of the company’s assets, CSX acquiring 42% and NS acquiring 58%. The split was structured generally along the lines of the two railroads that merged in 1968 to form Penn Central—the New York Central (CSX) and the Pennsylvania Railroad (NS). The Surface Transportation Board approved the acquisition and restructuring of Conrail on July 23, 1998. NS and CSX took administrative control of Conrail on August 22, 1998.

Conrail, however, did not simply go away. To preserve competition in three critical urban geographical areas—Northern New Jersey, Southern New Jersey/Philadelphia, and Detroit, Mich.—the STB-approved merger plan created an S&T (switching and terminal) railroad owned jointly by CSX and NS and operating about 1,200 miles of track in the three regional areas. Its official name: Conrail Shared Assets Operations, though it’s simply still called Conrail.

On June 1, 1999—“split day”—Conrail began operating as an S&T railroad for NS and CSX in the three areas. In 2007, it expanded its operations in

Northern New Jersey to Staten Island, N.Y. Both CSX and NS have the right to serve all shippers in these areas, paying Conrail for the cost of maintaining and improving trackage. They utilize Conrail to perform switching and terminal services within the shared-asset areas, but not as a common carrier, since contracts are signed between shippers and CSX or NS. Conrail also retains various support facilities, including maintenance-of-way and employee training.



North-South link would put us on track to a regional expansion

I COMMEND the Globe for sounding the alarm about the staggering cost of expanding South Station and the need to consider alternatives, including the North-South Rail Link (“An expanded South Station is possible — without help from the Post Office”). Unfortunately, the most important benefits of linking our downtown stations went unmentioned.

Yes, a rail link would resolve capacity constraints at South Station, and far into the future. It would do the same for North Station, which is also nearing capacity, and would drastically reduce layover requirements, unlocking valuable land at Fort Point Channel, Widett Circle, Beacon Yards, and North Station for more productive uses.

But most important, it would transform our hodgepodge of 19th-century rail systems into a fully integrated regional rail network, linked more effectively to our rapid transit systems, improving both efficiency and service, and fostering sustainable growth far beyond Boston and Cambridge.

While we have dithered, other cities have not. Zurich, hardly an inexpensive place to build, recently completed a two-track rail link below its downtown for roughly the cost of our proposed terminal expansions, turning acres of rail yards into a vibrant new urban district, with minimal surface disruption. Stockholm and London are building similar downtown rail links. We can too, and well before 2030.

BRAD BELLOWS, *Cambridge*

The writer is an architect, and was a member of the North-South Rail Link Citizens Advisory Committee from 1994 to 2002.

Potential New Place Names on the Layout by Paul A. Cutler III

On April 4th, 2016, the Operations Committee met at the club to discuss the names of various places on the layout. Several places have had temporary names assigned to them by the Chief Dispatcher (hey, we've got to call them something on the Train Order). It's now time to make more permanent name choices, and the best way (the same way we've done it in the past) is the one that gives everyone in the club a say. In order to do that, the Committee actively requested ideas for 11 current place names from the entire membership over the last several months. We received 20 replies.

The committee then met on the 4th to whittle down all the entries to four choices per location. During the discussion, the committee voted to combine areas #2 (Cedar Hill Passenger) and #3 (Cedar Hill Freight) into one place name, voting that it wasn't necessary to break them up. Therefore, during the May 2016 Business Meeting, we will present a ballot for the 10 different place names on the layout the committee has created. The highest vote getter per location will be the winner.

Because there are so many choices this time, and not everyone was at the meeting, it was decided to create this article to outline why each name was chosen by the committee. Note that several locations have a choice that includes the current temporary name, just in case folks want to keep it.

Corner City

1. Bryant City – Named after member Jack Bryant, a former Tuskegee Airman.
2. Bryant – See above; some liked just his name, rather than adding “city”.
3. Allantown – Named after Allentown, PA because it's in our area being modeled, but slightly changed the spelling so that we don't get anyone looking for prototype details in a city we're not actually modeling.
4. Hillside – Chosen because of the terrain of the area; it's a city on a hill side.

Cedar Hill

1. Cedar Hill – Named after the New Haven RR's largest yard in New Haven, CT, it was also used at our Weymouth layout for our Southern terminal.
2. Union – Back in Weymouth, this was the name of our Northern terminal. It also brings to mind the many Union Terminals/Stations that exist in real life.
3. East Hill – Chosen because it is to the East of the larger hill behind it.
4. Reading – Chosen due to the location of the nearby steel mill and Bethlehem Jct., Reading, PA was a major rail center.

Minot Jct.

1. Minot Jct. – Named for a small part of Scituate, MA, the tower installed on the site is from the old club. The tower still has the old name painted on the side of it, and that's why it's currently called Minot Jct.
2. Cold Falls – Chosen for the waterfalls cutting through the hillside above and around the tower.
3. Sterling – Picked because of Sterling, MA. We just liked the way it sounded.
4. Chickering – Named for the New Haven RR tower (S.S.185) in Boston which was named after the famous Chickering Piano Co. near it.

Ruggles

1. Ruggles – Chosen originally because it is a narrow channel like station just like the real Ruggles station in Boston today.

2. Terryville – Named after the location of a tunnel in Conn., it's on the route of the old New York & New England RR which fits our operational map. The near by tunnel under the Steel Mill also gives credence to the name.
3. Narrows – We chose this name because of the narrow terrain of the shelf.
4. Rock Ridge – A tongue-in-cheek reference to the famous cowboy comedy movie, “Blazing Saddles”, but also due to the expected rock cut in the area.

Steel Mill

1. Bethlehem Iron Co. – Picked because of the already named Bethlehem Jct. next to it, it also is the original name of the famous Bethlehem Steel Co., which means we get to use a famous name without being tied into a prototype place we aren't really modeling.
2. Bethlehem Furnace Co. – Same as above, but without using the original B.S.Co. name.
3. Erie Steel Co. – A fictional steel mill name that fits our area.
4. Lackawanna Steel Co. – Named after the famed steel company formed in Scranton, PA which moved to Buffalo, NY.

Cut Out

1. Cliffside – Due to the sheer cliffs around the area, it only makes sense.
2. Ledgeville – Due to the sheer ledges around the area, it only makes sense.
3. Harwood Bluffs – Due to the sheer bluffs around the area, it only makes sense.
4. Millchester – Due to the old mill located in this area, it only makes sense.

Larson

1. Republic – Named after a small town near Bethlehem, PA.
2. Highland Oaks – Due to the higher elevation and the trees, it seemed appropriate.
3. Easton – Named after a small city near Bethlehem, PA.
4. Church Hill – Because it's on a hill and also has a large railroad (C&O) tunnel under it as in Church Hill, VA. The tunnel's fatal collapse in 1925 caused the creation of the famous triple crossing in Richmond, VA.

Dual Gauge Jct.

1. Governor Jct. – Named after long-time member, John Governor.
2. Blackstone Crossing – Picked because of the near-by quarry and Blackstone, MA.
3. Quarry Crossing – Picked because of the near-by quarry.
4. Haven Crossing – Chosen because we liked the sound of it.

White River Jct.

1. White River Jct. – Famous junction in Vermont that we're not actually modeling, but some like it.
2. Sparta Jct. – Named after the real but far less famous Sparta Jct. on the L&HR and NYS&W in Northern NJ.
3. Mountain Falls – Picked because of the waterfalls under Knapp's Trestle next to the junction that is on the Mountain Division.
4. Monson – Named after Monson, MA, which is just South of Palmer, MA along the old Central Vermont.

E-41/E-42/E-43 Jct.

1. Munn Falls – Named after long-time member, Al Munn.
2. Hillside Jct. – Picked due being on the side of the near-by city on the hill (currently Corner City).
3. Carlisle Jct. – Named after the real junction west of Harrisburg, PA on the Reading RR along the “Alphabet Route” between Chicago and Boston. The actual junction was a branch to Gettysburg, PA, and fits our area well as it's near the 3' gauge East Broad Top RR.
4. Liberty Jct. – A patriotic choice and we liked how it sounded.

MATCH THE STREAMLINERS TO THEIR RAILROADS

TRAIN

RAILROAD(S)

The Bluebonnet _____

A. D&RGW

The Crusader _____

B. L&N/SAL

Golden State Limited _____

C. MP/T&P

The Champion _____

D. PRR

Powhatan Arrow _____

E. GM&O

The Lone Star _____

F. RI/EP&SW/SP

The Portland Rose _____

G. NYNH&H

The Blue Bird _____

H. MKT/STLSF

Panama Limited _____

I. N&W

The Empire Builder _____

J. FEC/ACL/NC&STL/L&N/C&EI

The Wolverine _____

K. UP

The Gulf Wind _____

L. LV/RDG

The Southern Belle _____

M. WAB

The Merchants Limited _____

N. CB&Q/D&RGW/WP

The Olympian _____

O. C&O

The Crescent _____

P. FEC/RF&P/PRR

The Senator _____

Q. SP&S/NP/CB&Q

The Black Diamond _____

R. IC

The Havana Special _____

S. NYC

California Zephyr _____

T. RDG/NJC

The Texas Eagle _____

U. MIL

The Dixie Flagler _____

V. SOU/L&N/A&WP/PRR

The Prospector _____

W. KCS

North Coast Limited _____

X. ACL/RF&P/PRR

The George Washington _____

Y. STLSW

The Rebel _____

Z. SP&S/GN/CB&Q

NAME :
