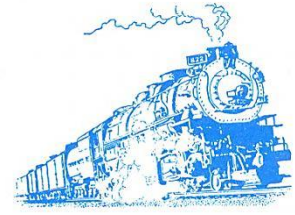


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**MAY 22, 2017 ■■■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■■■ NUMBER 5**



A Club in Transition 3

# The Semaphore

David N. Clinton, Editor-in-Chief



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“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.....	Rick Sutton, Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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*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. ©2017  
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### CLUB OFFICERS

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	Bryan Miller ('18)
	Roger St. Peter ('17)
	Rick Sutton ('17)

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**ON THE COVER: The first 25% of our building was set aside for member and building support.**

(Many of these historical pictures are from the camera of John Governor, RIP, the first member to get a digital camera.)

## Fred V. Alexander

January 16, 1939-April 25, 2017

Our friend and SSMRC Brother passed away peacefully surrounded by his family. Fred joined the Club in 2003, after attending many of our Shows and Open Houses for about 40 years.

He was quite a character, and we all loved him for his quirkiness—and hearing deficiency! Many a joke was made to him, after his asking “what?” or squinting at the speaker during a conversation, knowing that he hadn’t heard what was said.

Fred had been a pipefitter and then became a “jack of all trades” when he retired. He and a small group of men became a “home improvement” team and would assist homeowners in fixing problems or improving their property. These abilities carried over to the Club, where he was a talented help in construction of the benchwork for the first and second peninsulas.

Fred liked to participate as “brakeman” for the local freight jobs during Operations. He had purchased a Digitrax throttle, but I never saw him use it. I do believe that he came to the Club by himself on occasion, and might have tried it out then.



He really liked the Shows and Open Houses; he always helped out at the front table and was so anxious that we do good with ticket sales and pushing raffle tickets. Most of all, Fred enjoyed the social aspect of the Club, and gabbing with various members sitting in the lunchroom with a beverage was Fred in his glory. He was always a participant in the annual “Pool Party” and enjoyed that camaraderie to its fullest. Part of it was probably due to his love of water—boating and fishing, in particular. This was Fred’s favorite time of year-- when he could get out in his boat.



Fred was an active “Hinghamite” being involved in the community with youth soccer and hockey, the Rotary, and he was a Mason. The Town and we will miss Fred, and what he brought to the organization. Thankfully, we had Fred with us for almost 15 years and those whose lives he touched will never forget him. Rest in Peace, my friend.

David N. Clinton



made. This area will be started first, as there is a good chance the staging yard may be able to be put into service without disrupting any of the existing railroad, which would benefit operations and give us a place to store members' trains left on the railroad during shows, that are not going to be used for the show. These two pieces are part of a larger plan that the Engineering Group is working on. The timeline of this project will be determined by you, and your participation. The Benchwork Committee has a good complement of workers, the Trackwork and Electrical Committees are light on help, at the present time. The Trackwork Committee has only two people to build turnouts and I would be willing to run a "refresher" course for members that I have shown turnout-building in the past, if they are willing to commit to building turnouts for the new sections of the railroad. If not, I will budget the expansion for ready-made turnouts which will be at least ten times more expensive and something I don't really want to have to do.

Update on electrical: Bob England has been working on some of the new firmware updates from Digitrax for the UR92 receivers, the new command station and the DT402D throttles. These updates are necessary for all the components to play well together for what Digitrax calls "larger layouts". In the near future, we will be installing the new command station and at that time we will have to upgrade all the DT402D throttles, like we did a couple of years ago. This can all be done here at the Club. Hopefully with this new equipment some of the control problems will go away. Hmm, I think I have said that before!

That's it for this month.

Fred Lockhart  
Chief Engineer

SPECIMEN ELECTION BALLOT

Here is what this year's ballot looks like. If you will not be able to attend the Annual Meeting, and wish an absentee ballot, please contact the Secretary. Ballot must be returned in time for the June 5<sup>th</sup> meeting.


**OFFICIAL BALLOT**  
OF THE

## South Shore Model Railway Club & Museum

**June 5, 2017**

Instructions to voters: Vote for NO MORE THAN ONE (1) PERSON PER POSITION (except DIRECTORS-- no more than TWO (2) people) by placing an "X" in the box next to the candidate of your choice. IF YOU MAKE A WRITE-IN CANDIDATE, you MUST PLACE AN "X" in the box next to the write-in candidate's name. If these instructions are not followed, your ballot will not be counted. Thank you!

<p><b><u>PRESIDENT</u></b></p> <p><input type="checkbox"/> JACK FOLEY*</p> <p><input type="checkbox"/> _____</p> <p><b><u>VICE PRESIDENT</u></b></p> <p><input type="checkbox"/> DAN PETERSON*</p> <p><input type="checkbox"/> _____</p> <p><b><u>TREASURER</u></b></p> <p><input type="checkbox"/> WILL BAKER*</p> <p><input type="checkbox"/> _____</p> <p><b><u>SECRETARY</u></b></p> <p><input type="checkbox"/> DAVE CLINTON*</p> <p><input type="checkbox"/> _____</p>	<p><b><u>CHIEF ENGINEER</u></b></p> <p><input type="checkbox"/> FRED LOCKHART*</p> <p><input type="checkbox"/> _____</p> <p><b><u>DIRECTORS for 2-Year Term</u></b> <b><u>VOTE FOR TWO (2) CANDIDATES</u></b></p> <p><input type="checkbox"/> ROGER ST. PETER *</p> <p><input type="checkbox"/> RICK SUTTON *</p> <p><input type="checkbox"/> _____</p> <p style="font-size: x-small;">*Denotes incumbent</p> <p><b>NON-BINDING QUESTION:</b></p> <p style="font-size: x-small;">Should the Membership Committee pursue the establishment of a "Junior-type" membership, if a Regular Member volunteers to help establish and lead such a group?</p> <p>YES _____ NO _____</p>
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## SEMAPHORE MEMORIES

- MAY 2012** (5 years ago)
- ✱Benchwork Committee completes connection of new peninsula to Steel Mill area. Both Divisions planned to operate for October Show. Part of Cedar Hill to operate.
  - ✱Mobile ticketing announced for MBTA.
  - ✱MBTA opens new Wickford Jct. station in RI.
  - ✱State of IL announces "Union Pacific RR Day" honoring 150<sup>th</sup> anniversary of RR on July 1<sup>st</sup>.
  - ✱Housatonic RR ends permission of Berkshire Scenic RR to operate on its tracks.
  - ✱Dispute over who will pay to move Mansfield New Haven RR tower. Tower remains to this day.
  - ✱NS introduces the Monongahela Rwy, as part of heritage locomotive paint schemes, now at 20.
  - ✱Maine Narrow Gauge RR Co. & Museum begins fund-raising for move from Portland waterfront.
  - ✱Famed East Broad Top narrow gauge RR will not operate for summer tourist season; a 52-year first.

- ✳️Talk between U.S. and Canada customs to remove customs stops on *Adirondack* and establish screening area at Central Station in Montreal.
- ✳️Ribbon-cutting ceremonies in Freeport and Brunswick, marking completion of new station platforms for expected fall start-up of service from Boston & Portland.
- ✳️UP, CSX and Vermont Rail Systems team up for first-ever rail move of 55-meter (180.5') wind turbine blades in North America.
- ✳️NS announces that their "Heritage" locos will gather for a "family portrait" at the NC Transportation Museum in Spencer, NC during 4<sup>th</sup> of July weekend.
- ✳️Europorte Channel runs first freight service through "Chunnel" between mainland Europe and Britain.
- ✳️Kasgro Rail of New Castle, PA, completes largest RR car ever built in North America: a 36-axle Schnabel car 231' long and 18' high.
- ✳️Al McCarty becomes member of SSMRC.
- MAY 2007** (10 years ago)
- ✳️Bath, Maine RR station completely rehabbed.
- ✳️MetroNorth RR retires last former New Haven FL9 on its books; number 208.
- ✳️NJ Transit to build 2.5-mile spur to Meadowlands Sports and Entertainment Complex.
- ✳️Danville, Jct. in Maine to lose diamond crossing of St. Lawrence & Atlantic and PanAm (ex-MEC).
- ✳️R.J. Corman Railroads purchases Chinese QJ2-10-2 locomotive for excursion duty.
- ✳️Leg 2 re-worked, to allow better access for operations.
- ✳️Test train on Greenbush Line attracts crowds, seeing the first commuter train to travel the line in 48 years.
- MAY 2002** (15 years ago)
- ✳️Nova Scotian David Gunn named Amtrak President & CEO.
- ✳️Hyannis Intermodal Transportation Center opens.
- ✳️Maine Narrow Gauge Museum steams Monson #4 for first time, since move from Edaville in 1992.
- ✳️Acadian Railway Co. plans on running 27 all-inclusive escorted trips through New England and the Maritimes in the summer and fall.
- ✳️NJ Transit restores 6 ferry slips at the old Hoboken Terminal, restoring ferry service to lower Manhattan.
- ✳️Old Orchard Beach gets stop on *Downeaster* route.
- ✳️MBTA looks into extending Blue Line to Lynn and Salem.
- ✳️New Albany/Rensselaer station to open.
- ✳️New MBTA "Silver Line" to open in June.
- ✳️Cog Railway installs power switches on its three passing sidings.
- ✳️Amtrak's *Twilight Shoreliner* loses its sleeping cars, ending sleeper service on Northeast Corridor trains, which started in 1917.
- MAY 1997** (20 Years Ago)
- ✳️MBTA's first GP40MC loco undergoes tests on various Commuter Rail lines.
- ✳️Missouri Pacific consolidated into Union Pacific.

- ✳️Commuter Rail extension to Nashua, NH, proposed by New Hampshire politicians.
- ✳️State officials approve plans for new stations on Worcester Line at Southboro, Ashland and Westboro.
- ✳️Amtrak's *Night Owl* to be extended to Richmond and Newport News, VA.
- ✳️First bids received on restoration of Worcester's Union Station.
- ✳️Athearn announces first "Genesis"-series locomotive: SD70 as a kit.
- ✳️Amtrak cuts New York-Hyannis *Cape Codder* service.
- MAY 1992** (25 Years Ago)
- ✳️Jeremy Cahill becomes member of SSMRC.
- ✳️Maine Coast RR begins excursion trains from Newcastle to Wiscasset.
- ✳️Morrison-Knudsen begins \$4 million renovation of old Pullman-Standard plant in Chicago, with plans to build "California Cars".
- ✳️Western Maryland Scenic RR acquires 2-8-0 from Lake Superior & Ishpeming RR in Michigan.
- ✳️Federal officials begin study of rail link between North and South Stations in Boston.
- ✳️State gives MBTA final go-ahead to restore Boston-Plymouth/Kingston and Boston-Middleboro lines.
- MAY 1987** (30 Years Ago)
- ✳️MBTA reverses position on dropping Greenbush restoration and decides to "vigorously pursue" resolving problems with the line, deciding to run temporary "shuttle" trains from Middleboro and S. Hanson to Braintree Red Line, until Boston-Braintree can be built.
- ✳️"Farewell to the L" trip on Orange Line.
- ✳️Cape Cod & Hyannis RR operating 5 round-trips Braintree-Hyannis on a daily basis.
- ✳️Amtrak's *Montrealer* suspended indefinitely because of bad Guilford track on Connecticut River line.
- ✳️EMD announces it will discontinue locomotive production at LaGrange, IL, and move all production to London, Ontario.
- ✳️Oldest RR in the U.S., Baltimore & Ohio, officially becomes CSX Corporation.
- ✳️Kodak announces "Kodachrome 200" film.
- ✳️Conrail single-tracks ex-Boston & Albany main from Westboro to Selkirk, except over the Berkshires.
- ✳️Toronto, Hamilton & Buffalo absorbed into CP Rail.
- MAY 1982** (35 Years Ago)
- ✳️ICC approves Timothy Mellon's (Guilford) plan to acquire the Boston & Maine RR for \$24 million.
- ✳️Bay Colony RR selected by the State to operate about 100 miles of State-owned rail lines.
- ✳️Canadian LRC (Light-Rapid-Comfortable), on loan to Amtrak for testing, is returned to Bombardier.
- ✳️ICC approves merger of Norfolk & Western and the Southern railroads.

# ENGINE TUNE-UP CLINIC

This month, **Joe Dumas** was working on an undecorated F3A from Stewart. Back in those days, Kato made the drive for both Stewart and certain Atlas locos, so the Digitrax DH165KO (for Kato and other) fit perfectly. These new decoders include on-board current resistors, so 1.5v “mini-bulbs” or L.E.D.s can be used without having to wire in additional resistors. Joe installed the “sunny glow” L.E.D. and was very happy with the results...now for the paint!

**Savery Moore** brought his P2K SD9, decorated in the handsome D&RGW black/yellow stripes scheme to decoder. Luckily, this run had an 8-pin plug, so the DZ123P was a simple procedure. Another piece of motive power to add to his stable!

**Paul Agnew** continued his work on the Club 4-8-4 (UP Northern). He has experienced multiple problems trying to get this loco up and running again. Very discouraging at times. He was able to finally get the lighting to work properly, complete with a red, oscillating light above the headlight. Good going, Paul. Patience is a virtue!

Our newest applicant, **Ed Bulman** brought his three new Genesis GP9s, decorated in the handsome New Haven black and orange scheme. They came with the usual crappy couplers, despite being a “museum quality” model, so he changed them all to the Kadee “whisker” couplers. Ed also brought two Rivarossi GE U25Cs with DCC and Sound, dressed in Penn Central black. These locos ran beautifully and the sound was pretty good, too. With some difficulty, the couplers were replaced with 148 “whiskers”...ready to go and all set for registering, as soon as he becomes a member. Good first clinic, Ed!

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, June 8<sup>th</sup>, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!

## POTPOURRI

**THE MBTA** has a new master plan that aims to accelerate its timeframe to bring its equipment, infrastructure and operations into a State of Good Repair from 15 years from the previously projected 25 years. The agency’s Fiscal and Management Control Board (FMCB) approved a comprehensive MBTA Strategic Plan to serve as a blueprint for the objectives and strategies needed to ensure continuous improvement across all areas of the transit operator. The Board added it aims to accomplish these initiatives through internal improvements as well as collaboration with cities and towns with a focus on fast, reliable, accessible, and consistent service for MBTA ridership. “This Plan reflects a year’s worth of effort by the FMCB and managers across the MBTA to build consensus and make progress on the actions that must be taken by the MBTA and its stakeholders to ensure the MBTA becomes a best-in-class transit system that exceeds the expectations of its customers,” said FMCB Chairman Joseph Aiello, in a release. The Board said the revised deadline for bringing all MBTA assets into a State of Good Repair (SGR) reflects the fact that as of 2015, nearly one-third of the MBTA’s physical assets failed to meet that level, with a backlog estimated at \$7.3 billion. The Strategic Plan aims to boost capital delivery capacity to achieve a minimum of \$1 billion in annual SGR spending within four years and eliminate the backlog in 15 years. It also will create and effectively manage capital delivery capacity; implement asset management and lifecycle maintenance for all current and future MBTA assets, and address the SGR needs of business processes and information management. (RA)

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**FOLLOWING A PAIR** of derailments that made a mess of the busiest U.S. rail commuter hub, [Amtrak](#) today rolled out plans to speed upgrades of track, operations and safety at New York’s Pennsylvania Station. “After only a short time here at Amtrak it has become apparent to me that we need to accelerate major renewal work in New York Penn Station,” said Moorman, the former Norfolk Southern chief who was named by President Barack Obama as Amtrak President and Chief

Executive in September, 2016. "Using our limited resources, we have made this renewal project a priority to ensure the continuity of travel in the region. Without these improvements, Amtrak, NJ Transit and the Long Island Rail Road could continue to see major disruptions, which could also have an impact on passenger safety." Amtrak owns Penn Station and is responsible for its upkeep. NJ Transit and the LIRR both make payments for its use. Moorman said the work will continue "throughout the summer and beyond" to complete improvements originally scheduled to stretch over years. He said Amtrak would work in concert with NJ Transit and the LIRR to minimize disruptions and inconvenience for passengers. (RA)

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**THE MBTA** has been reconfiguring traffic lights to give Green Line trains priority over street traffic, and officials hope to make the changes permanent in the fall. Jessica Casey, a deputy chief operating officer for the Authority, said the new system could speed up a trip on the Green Line's B branch by 30 seconds. "That's a big deal," Case said at a meeting of the authority's oversight board. Why is the reworking of traffic lights—known as "transit signal priority"—such a game changer? If the lights reduce the time that Green Line drivers have to stop at red lights and yield to car traffic, the trains will be spaced out better. That helps avoid the annoying "bunching" scenario, when several arrive in close succession. So far, four intersections are using the technology. (BG)

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**AFTER SPENDING THE WINTER** months tucked away in the Cass Scenic Railroad shops, railroad crews at the Durbin & Greenbrier Valley Railroad have debuted EMD BL2 No. 82 locomotive in a new Western Maryland "fireball" paint scheme. The locomotive was released from the Cass Shops on Friday, April 28 to a group of photographers visiting Cass for a spring photography trip. The locomotive had previously been painted in Western Maryland's "speed" lettering scheme. Western Maryland BL2 No. 82 arrived at the Cass Shops last November for upgrades to its air compressor,



in-cab improvements, and new paint. Railroad crews decided earlier this year that Western Maryland's fireball scheme would complement the railroad's existing fleet of Baltimore & Ohio, Chesapeake & Ohio, and Western Maryland-painted locomotives. In the coming weeks, the locomotive will be transported to Elkins, W.Va., from Cass where it will be placed into regular freight and tourist train service. WM No. 82 will be based out of the railroad's Belington, W.Va., shops. (TN)

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**CANADIAN PACIFIC RAILWAY** announced the deployment of what it said is the first 60-foot intermodal container. The container, developed by retailer Canadian Tire in collaboration with CP, is designed to increase productivity and efficiency. Seven feet longer than the current maximum 53-foot container, it will allow Canadian Tire and CP to transport more products to increase the volume of products shipped in each container, while reducing transportation costs and greenhouse gas emissions, CP said. Headquartered in Toronto, Canadian Tire transports more than 100,000 different products to 500 stores across Canada. The railroad said it has been testing the 60-foot box for several months, including using a prototype stacked on top of existing 53-foot containers to simulate the new, longer container in transit. (RA)

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**THE MBTA ANNOUNCED** that the seasonal *CapeFLYER* weekend train service between Boston and Hyannis begins Memorial Day weekend. The service, in partnership with the Cape Cod Regional Transit Authority, connects the greater Boston region with Cape Cod, its beaches and other summer activities. The first train of the 2017 season departs South Station May 26 at 5:50 p.m. This is the fifth year for the *CapeFLYER* service. The agencies are also promoting the train as a summer link to Boston for Cape Cod residents. The *CapeFLYER* originates at Boston's South Station and stops in Braintree, Brockton, Middleboro, Wareham and Buzzards Bay, ending in Hyannis. A round-trip ticket from South Station to Hyannis is \$40 and children 11 and under with a



fare-paying adult ride free. Amenities include a café car selling food, beverages, beer and wine. (RA)

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**THE NORTHEAST CORRIDOR COMMISSION** on May 3 submitted to Congress two reports detailing short-and-long-term capital investment needs totaling some \$38 billion for the 457-mile electrified rail line linking Boston, New York, Philadelphia and Washington D.C. The *Northeast Corridor Capital Investment Plan: Fiscal Years 2018 – 2022* and the *Northeast Corridor Annual Report: Operations and Infrastructure, Fiscal Year 2016* are requirements of the FAST (Fixing America’s Surface Transportation) Act. They “are critical elements of the Commission’s policy framework, which balances cost sharing with improved collaboration, transparency and accountability,” the Commission says. “The policy framework also calls for a federal-state funding partnership to restore the infrastructure of the most important passenger railroad [line] in the country,” which serves four of the nation’s ten largest metropolitan areas, supports more than 780,000 trips daily on eight commuter railroads and more than 40,000 trips on Amtrak’s intercity services. The Capital Investment Plan identifies the Commission’s top-ten NEC-wide unfunded priorities, “which are focused on addressing the Corridor’s \$38 billion backlog in state-of-good-repair needs. While the backlog would be addressed over many years, the Plan shows a five-year need, constrained by available resources, of \$29 billion for a combination of investments that address the state-of-good-repair backlog as well as infrastructure and capacity enhancements to support the region’s growth. Roughly \$9 billion of that need is currently funded.” (RA)

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**THE PREMIER OF QUEBEC**, Philippe Couillard, announced on May 5 that the province will allocate C\$100 million (\$73 million) towards the rehabilitation of the Matapédia-Gaspé line. Quebec acquired the 325-km (201.9-mile) line in 2015 after declining revenues forced the Gaspé Railway (SFG) into receivership. Via Rail had suspended Montreal-Gaspé passenger services east of Matapédia in August 2013 due to the poor condition of infrastructure. Work on rehabilitating the line is expected to begin within the next few months and will initially focus on the Matapédia-Caplan section. The government of Quebec says it is also

committed to the rapid revival of the Caplan-Port Daniel Gascons stretch and studies will be carried out into the repair of 16 structures on the Port Daniel-Gaspé section. Couillard says facilitating the restoration of passenger services is an objective of the project, although he concedes it will be several years before this is accomplished. VIA Rail spokesperson Mariam Diaby said that the passenger railroad is working closely with the Quebec government and that they are optimistic that *The Chaleur* will return to the Gaspé Peninsula once track work is complete. “VIA Rail wishes to resume service in the area once the tracks are deemed safe for passenger rail operation,” Diaby says. (RA & TN)

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**THE MBTA** will begin work this fall on a piece of track that will be used for testing new Red Line cars in 2019. The track will be adjacent to Haul Road and known as Track 61. MBTA says every element of the cars’ systems will be rigorously tested to ensure that the new trains operate safely and reliably upon introduction to passenger service. After the cars are fully tested and approved by an MBTA engineering team, the new Red Line trains will start serving customers on the T’s busiest subway line. (RA)

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**THE CANADIAN PACIFIC** will retrace the journey of Canada’s first transcontinental passenger train this summer in celebration of Canada’s 150th anniversary. The CP Canada 150 Train will travel from Port Moody, British Columbia, to Ottawa from July 28 to Aug. 20, with celebrations in 13 towns across the nation. (TN)

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**UNION PACIFIC** this month launched a two-year celebration commemorating the completion of the transcontinental railroad nearly 150 years ago. The railroad’s track crews worked west from Omaha while Central Pacific built its line east from Sacramento, meeting at Promontory Summit, Utah, where a golden spike was driven to mark the occasion on May 10, 1869. “The driving of the final rail spike defined Union Pacific as the economic engine that connected people, moved goods and transformed America’s progress,” said Scott Moore, Union Pacific senior vice president–Corporate Relations. “We look forward to honoring the communities and railroad development that played critical roles in our country’s growth and way of

life." Union Pacific representatives this week presented Sacramento Mayor Darrell Steinberg with a commemorative golden spike in nearly the exact location where 1860s California Gov. Leland Stanford broke ground for CP in Sacramento. (Stanford served as president of both the CP and Southern Pacific.)The presentation was broadcast on Facebook Live, kicking off Union Pacific's two-year celebration of the Great Race to Promontory. The company introduced [up.com/goldenspike](http://up.com/goldenspike), an interactive website featuring rare photographs and animated maps illustrating the journey through 46 communities in Nebraska, Colorado, Wyoming, Utah, Nevada and California profoundly impacted by the railroad. UP also launched a series of activities and celebrations that bring each community's along the line to life. The railroad has created a Community Traveling Exhibit documenting each community's connection to the transcontinental railroad's construction with photographs and descriptions. Education materials will be available to schools and other organizations hosting the exhibit. An encased commemorative golden spike has been created for community partners along the transcontinental route. A plaque inside the box reads, "Towns developed, and the bond between UP and the early settlements grew. As we celebrate the 150th Golden Spike anniversary, UP is proud of these long-standing community relationships." (RA)

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**JUST FOUR DAYS AFTER** the Ringling Bros. and Barnum & Bailey Circus Xtreme tour took its final bow to sold out crowds in Providence, R.I., the Red Unit's rail equipment headed either to its new private owners or for disposition in Palmetto, Fla. In a special move handled by CSX Transportation on May 10, a total of four remaining passenger cars and 19 flatcars of circus wagons, vehicles, and other supplies headed for Feld Entertainment's corporate headquarters near Palmetto for disposition. On Thursday afternoon, the 11<sup>th</sup>, the train was passing through Wilson, N.C., on its way south. The rest of the equipment, including about 30 passenger cars, were set out in Oak Island, N.J., for transport to private owners in the Northeast. Passenger rail operators, museums, and tourist railroads purchased the passenger cars at auction in April. Meanwhile in Uniondale, N.Y., on Long Island, the Ringling Bros. and Barnum & Bailey Out of this World tour was preparing for its

final series of shows ever. Its rail equipment will be emptied and sent off for disposition upon the conclusion of the final performances on Sunday, May 21. Similar to its sister unit, the Blue unit train will make a similar deadhead move to Florida in late May consisting of unclaimed rail equipment. Sources familiar with the matter say the flat cars and other unclaimed equipment used to store circus equipment will likely be scrapped after arriving in Florida. According to the source, the flat cars were nearing the end of their useful life and would likely be scrapped by early summer. The company operates approximately 40 flat cars. (TN)

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**STREETCARS RETURNED** to Woodward Avenue in Detroit for the first time in 61 years with the May 12 inauguration of the 3.3-mile Q Line from Larned Street to West Grand Boulevard. The \$140-million project is claimed to be the first public-private partnership deal to be funded by private businesses and philanthropic organizations, in partnership with local, state and federal governments. Supporters of the project include Bank of America, Detroit Downtown Development Authority, Detroit Medical Center, Ford Foundation, Ford Motor Company, General Motors, JPMorgan Chase, Michigan Department of Transportation, Michigan Economic Development Corporation, and the United States Department of Transportation. (RA)

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**CSX TRANSPORTATION** this week converted its former Baltimore & Ohio hump yard in Cumberland, Md., to a flat-switching facility, the fifth such move since E. Hunter Harrison became the railroad's CEO in March. Harrison's view on yards is different than how CSX has historically viewed its terminals, Frank Lonegro, the railroad's chief financial officer, said at a transportation conference on Thursday. "We have been a hump yard-centric eastern railroad," Lonegro says. "His point is, 'Why?'" Classifying merchandise traffic multiple times en-route only adds cost and transit time, Lonegro says. "The big thing he is doing is eliminating infrastructure that we thought was historically required to move that traffic," Lonegro says. CSX has converted four other hump yards — Toledo, Ohio; Louisville, Ky.; Hamlet, N.C.; and Atlanta — to flat-switching facilities. As part of the conversions, train plans have been modified so that traffic bypasses the yards, with the exception of cars destined for those locations. The remaining

seven hump yards are under “heavy evaluation” Lonegro says. More hump yards will be converted to flat switching this quarter, Lonegro says, and CSX ultimately will be left with just three or so hump yards. (TN)

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**CSX TRANSPORTATION** is in the earliest stages of converting its Selkirk hump yard to a flat switching facility. Labor groups representing local train service workers sent out notices to Selkirk-area railroaders that CSX would start to shut down its hump yard operations in the coming weeks, according to Brotherhood of Locomotive Engineers and Trainmen document forwarded to *Trains News Wire*. The Albany (N.Y.) Times-Union reports similar information. The yard, like several others in recent weeks, would serve as a flat-switching facility only, according to the document. CSX has made similar changes to its local operations at former hump yards in Atlanta; Louisville, Ky.; and near Toledo, Ohio; since CEO E. Hunter Harrison took the top spot at CSX. (TN)

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**CSX TRANSPORTATION** executives say their railroad is improving by operational leaps in the 10 weeks since E. Hunter Harrison took over as CEO. The improvements are headlined by a 52-percent jump in on-time performance. “We’re at the beginning of an amazing transformation,” Chief Financial Officer Frank Lonegro said at a transportation conference on May 18. Train velocity was up 14 percent and terminal dwell was down 11 percent as CSX rolls out Harrison’s precision scheduled railroad operating model. On-time originations rose 16 percent, to 91.6 percent, while on-time arrivals jumped to 87.6 percent from just 57.8 percent. CSX also is becoming more efficient by hauling the same amount of tonnage on far fewer trains. The railroad’s revenue-ton miles have held steady while the active train count has fallen by 15 percent. (TN)

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**A MAJOR TRACK AND SWITCH** replacement project at New York Penn Station this summer may result in Amtrak trains temporarily returning to Grand Central Terminal. Amtrak has been studying switching Empire Service trains back to the historic terminal as the Penn Station work will reduce track capacity there by 25 percent when work starts July 7, the Albany Times-Union reports. While Amtrak officials did not confirm that trains will use Grand

Central, a source told the Times-Union that train and engine crews are being offered the chance to bid on the opportunity to be qualified for runs into the original New York Central terminal. All Amtrak trains from upstate New York used Grand Central until 1991, when work was completed on the West Side Connection, a once out-of-service freight line that now brings trains from the Hudson River line into Penn Station. Before 1991, Amtrak ran dedicated shuttle buses between Penn Station and Grand Central to connect through passengers. In testimony before a New York State Assembly committee on May 11, Amtrak CEO Wick Moorman said that Grand Central has double the number of tracks that Penn Station has, but handles two-thirds the number of trains that Penn does. This suggests that Amtrak’s temporary use of the station would not cut into Metro-North’s capacity. Grand Central also has a loop track allowing trains to reverse direction, while trains that terminate at Penn must be brought through the tunnel into Sunnyside Yard in Queens to be wyeed. One complicating factor is that the third rail system that Metro-North trains use to access Grand Central is different from that which Amtrak uses at Penn Station. The former use pick-up shoes that gather electricity from underneath the third rail, while the latter’s shoes glide atop the third rail. Therefore, the Amtrak P40 diesels used between New York and Albany (which use third-rail power within Penn Station and between Yonkers and Croton-Harmon) would have to be modified to use Grand Central’s third-rail system. (TN)

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**BRITISH LAW ENFORCEMENT** officials are deploying additional security and even a helicopter to spot trespassers this week as the world famous *Flying Scotsman* tours Scotland. Last year, when the iconic 4-6-2 Pacific-type locomotive made its first trip to Scotland following a lengthy restoration, the rights-of-way there were swamped with hundreds of trespassers hoping to get a closer look at the locomotive. Network Rail had to pay thousands of dollars due to delayed trains that had to slow down because of all the people. Law enforcement now says anyone caught trespassing will have to pay a \$1,300 fine. “We understand that the return of *Flying Scotsman* is an exciting event. However, we want you to view the iconic steam train safely, and there are lots of safe places to see it and take photographs,” British Transportation Police Chief Inspector Sue Maxwell

tells the BBC. Transport police were also keeping a close eye on the sky, telling drone operators that they are not allowed to fly within 150 feet of the locomotive. Last year, during one of its first excursions, the Flying Scotsman's train was struck by a low flying drone. (TN)

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**A NEW SKATEBOARD** that can be used on cable car rails is going viral online, but San Francisco Municipal Transportation Agency officials say it is dangerous and they will prosecute anyone who tries to use one. Ricardo Marques, a Portuguese engineer, tells the San Francisco Examiner he invented the skateboard because it's impossible to ride on cobblestone streets. The skateboard has two back wheels and one front wheel that ride between the rail and the street. After trying it out in Portugal, Marques took it to San Francisco and used it on the city's Powell-Hyde Street cable car line. He posted a video of the test online late last month. But SFMTA officials are worried that more people will try the new sport on their own. "This type of dangerous behavior is not encouraged and could jeopardize the safety of themselves and the people around them," officials tell the newspaper. "We will work with [police] to ensure that we can prevent this type of activity." (TN) checkout: <https://www.youtube.com/watch?v=3xi5JmMIPRE>

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**THE MBTA**, elected officials, and executives from New Balance are celebrating the completion of Boston's newest commuter rail stop. The \$20 million Boston Landing commuter rail station is the result of a public-private partnership between the transit agency and New Balance. The Boston-based footwear company financed the construction of the station and will continue to pay for all maintenance costs for its first ten years of service. The financing was managed through the company's NB Development Group, which invests in real estate and urban development projects in the Boston area. The new facility, which is equipped with a high-level single platform, elevators, and ramps, is located adjacent to the Boston Landing development site. The 15-acre, 2.15-million square foot residential and commercial development site includes office, retail, and residential space, among other mixed-use buildings and parcels. Located on MBTA's Framingham-Worcester commuter rail line, the Boston Landing station is served by six morning inbound trains and six afternoon outbound trains.

Fares are \$2.25 for a one-way ticket to or from Boston's South Station. (TN) Another good reason to buy NB shoes!-Ed

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**TO THE CRY OF "ALL ABOARD!"** you can add "Surf's up!" as Metrolink now accommodates surfboards on all of its trains. After yielding to public requests to change its policies, Metrolink modified its bicycle cars to include mesh-wrapped carriers that can handle up to five boards on a first-come, first-served basis. The cars can still carry up to six bikes as well. "This is a natural step for our service in making train travel a more convenient mode of transportation," Metrolink Board Chair Andrew Kotyuk says. "People have consistently taken our trains to the beach, while avoiding the congested freeways." The Orange County Register cites the efforts of then-11-year-old surfer Ian Hughes of Riverside, Calif., who thought it was unfair Metrolink allowed bikes but not surfboards on trains. With the encouragement of his father, he began writing to Metrolink and elected officials. He soon caught the attention of state Sen. Richard Roth of Riverside and Borja Leon, an avid surfer who happened to be Los Angeles Mayor Gil Garcetti's director of transportation and an alternate on the Metrolink Board of Directors. They both lobbied for the policy change approved two years ago. (TN)

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

**TRAINS**

Thomas the Bank Engine  
Did We Save Too Much or Too Little?  
Ride This Train

Tourist & other rides

**MODEL RAILROADER (1000<sup>TH</sup> ISSUE)**

A Scenic Showcase  
Cisco Bridge on CNR  
Make a Tripod Holder for your Smart Phone

**RAILROAD MODEL CRAFTSMAN**

Old School Scenery  
**CLASSIC TRAINS** (Spring 2017)

Steam's Last, Highest Outpost  
C&S Climax, CO

False Spring  
NKP Berk

Radio and the People's Railway  
The "Other" Springfield Terminal  
Illinois

Leadville, Colorado & Southern

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

## **A CLUB IN TRANSITION-3**

Dave Clinton

Along with the installation of the 585-foot well, we needed to have a septic system installed--we were going to have running water and bathrooms for the first time in 45 years! We had previously occupied the basement under an old row of stores in Central Square, Weymouth. That basement didn't have any "facilities", except an old lavatory sink with cold water. Our "urinal" was a coffee can, which was emptied into an open drainpipe in the front room of our basement premises, so having two bathrooms and hot, running water was "thrilling"! Now honorary member Tom Ryder's brother was a plumber and installed the necessary supply pipes, which ran up and over the ceiling. Why, you ask? Well, the concrete floor is 12 inches thick, and you wouldn't believe the work involved cutting through it to lay the waste pipe from the two bathrooms and the kitchen sink and slop sink (another smart idea) we installed. Whew...I can remember, the drilling, hammering, cutting and noise and cursing involved.

Subsequently, we hired Margetts to install two 500-gallon septic tanks in the open field to the left of our building...as far away from our well as possible.

We had decided to set aside a quarter of the 10,000-sq. foot building for "members' area". Again...smart planning with a beautiful meeting room, able to seat all of our members and more; an office with two desks, filing cabinets and supply area; a lunch/break room with kitchen sink, refer and microwave, along with comfortable chairs as well as a bench/table donated from the Venetian Restaurant.

For countless years, a group of us had gone over to "The V" for supper and drinks, after meeting at the Club. We always sat at their largest bench seat, along with other seats, depending on how many of us there was. Since we were such good customers,

and had become friends with the owner and wait staff, they donated "our" bench and table, when they redecorated in the late '90s. A member donated to reupholster the benches at the time.

A cozy library was built next to break room, but proved too small for all of the books and magazines we had accumulated, so was moved in recent years upstairs. The wall was taken down and the break room doubled in size. It is especially nice during Open Houses for members to take a break and enjoy lunch. Now with a TV and DVD player, donated by another member, the area is used frequently.

One last and very important space in the first 2,500-sq. feet is the "Mechanical Room". Bill Garvey was responsible for making sure we set up room for our two 250-gallon oil tanks, giant circuit breaker panels, alarm panels, pressurized water tank and shelving for electrical and cleaning supplies, including space for mops, pails and vacuum.

All this stuff we never had before. Now, for the remaining 7,500-sq. feet of space.....

## **EDITOR'S NOTES**

1. Jack Foley wants to acknowledge the generosity of those who donated to the new L.E.D. lights and new Shop vacuum system in the Wood Shop:

**Bryan Miller**  
**"Gunny"**

**Bill Garvey**

**Jack Foley**

**Fred Lockhart**  
**Al Taylor**

**Dave Clinton**

With donations over \$6,500, we were able to properly up-grade those two items in the Club. Thanks all!

2. We had two very successful visits from outside groups this month. Earlier in the month, former member Ben Saint-Cyr's Scout troop from up-state New York visited along with some of their parents. Unfortunately, Ben had taken ill the day before, and was unable to attend. The Scouts and adults had a good time.

3. Yesterday, we had about 20 visitors in 15 vehicles from the "Model A Restorers Club of MA". All seemed quite impressed with what we have done and had a good time, with quite a few green bills dropped in the bottles! The restored autos were beautiful and our two hobbies are related by mechanicals, thus the integrated interest.
4. Next month will be our "Summer Issue", since we take July off from publishing. So, if there is anything you want the membership to know about for the summer, please get that to me by June 24<sup>th</sup>. Thanks!

.....*David N. Clinton*

## MEMBER NEWS

Welcome to our newest applicant, **Ed Bulman**. He has been visiting the Club, since the Spring Show in 1972, so it's about time he "took the bull by the horns" and joined! We look forward to getting to know you, Ed.

### Birthday Celebrations

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

Al Munn ..... June 7<sup>th</sup>  
 Matt Sisk ..... June 10<sup>th</sup>  
 Dave Clinton ..... June 13<sup>th</sup>  
 Rich Herlihy ..... June 14<sup>th</sup>  
 Barry Doland ..... June 20<sup>th</sup>  
 Savery Moore ..... June 20<sup>th</sup>

## RUNNING EXTRA

### *Give Amtrak the Resources It Needs to Be Great*

Regarding your editorial "Amtrak's Rolling Train Wreck" (April 13): Despite Amtrak's continued growth and widespread popularity, the Journal's editorial board continues to advance the same old, discredited vision—first starve Amtrak, then push for its privatization. This approach reflects a poor understanding of what the rest of the world knows. Fast, reliable and frequent trains require public investment. This is true of any functioning transportation system, and we know there isn't a subsidy-free rail transportation system anywhere in the world.

We need funding for a national passenger rail system that serves the country, not just the East Coast. And Americans across the political spectrum agree with that vision. They want more Amtrak service and are willing to pay for it.

With a record of reliability, efficiency and now with new leadership, Amtrak and its employees are getting the job done in the face of punishing austerity budgets. Passengers are



flocking to trains, and 2016 marked the sixth straight year that Amtrak served more than 30 million passengers.

It is an awful idea to carve up Amtrak and sell off its most prized assets so that private investors can send profits away as dividends rather than reinvest in better rail infrastructure. Ending long-haul routes as the Journal advocates would isolate already underserved communities that are starving for more, not fewer, transportation options. That doesn't make sense.

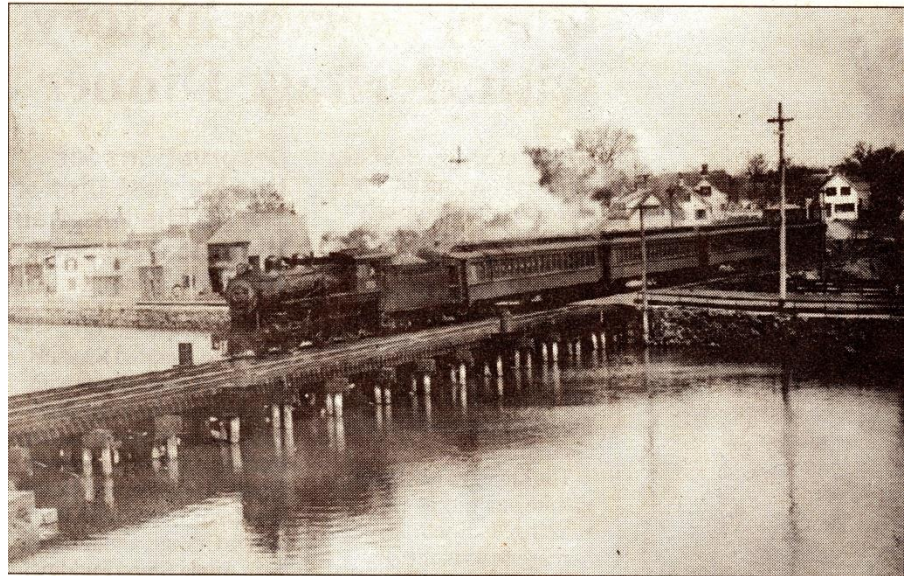
We won't have more "fast trains," as the president has advocated, unless we're willing to pay for them.

**ED WYTKIND**  
 President

Transportation Trades Department,  
 AFL-CIO  
 Washington

WSJ 4/24/17

### HINGHAM YESTERDAYS



This train on the South Shore Rail Line is crossing over Hingham's Mill Pond (which is now the Station Street parking lot) on its way to Boston via North Braintree from Cohasset. The day the line opened, Jan. 1, 1849, a longer train took dignitaries and the press from Boston to the Car Barn in Cohasset where hot coffee, hot chowder and a cold repast awaited them. After toasts and speeches they loaded up the train and returned to Hingham for sponge cake and coffee and then back to Boston. It is said that over 1,000 people were served that day. PHOTO IS FROM THE HINGHAM HISTORICAL SOCIETY ARCHIVES AND THE TEXT IS BY GERI DUFF