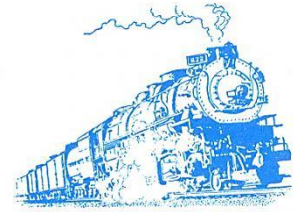


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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**AUGUST 28, 2017** ■■■■■■■■■■ **VOLUME 37** ■■■■■■■■■■ **NUMBERS 7-8**

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**SUMMER FUN 2017**



# 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.....	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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VOLUME 37 ■■■■■ NUMBERS 7-8 ■■■■■ AUGUST 2017

### CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('18)
	Bryan Miller ('18)
	Roger St. Peter ('17)
	Rick Sutton ('17)

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**ON THE COVER:** Pictures from our Summertime activities: Trip on the *Downeaster* to Brunswick, Maine; 25<sup>th</sup> annual Pool Party and Cookout at the South’s; 4<sup>th</sup> annual Summer Open House. (photographs by Paul Cutler III, Joe Dumas and Dave Clinton)

# FORM 19 ORDERS

## AUGUST B.O.D. MEETING

Monday, August 28<sup>th</sup>, 8 p.m.

## DECODER & LOCO TUNE-UP CLINIC

Thursday, September 7<sup>th</sup> 8 p.m.

## SEPTEMBER BUSINESS MEETING

Monday, September 11<sup>th</sup> 8 p.m.

## OFFICIAL OPERATIONS

Monday, September 18<sup>th</sup> & Thursday 21<sup>st</sup> 8 p.m.

## SEPTEMBER NEWSLETTER DEADLINE

Saturday, September 23<sup>rd</sup>

## SEPTEMBER B.O.D. MEETING

Monday, September 25<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Savery Moore** on winning this month's 50/50 Raffle!

October contest:

**What's this?**

**Where is this?**

Answer sheets on old display case in train room.



For November: **“Match the Slogan to its Railroad”** from Savery Moore. Puzzle found elsewhere in this issue. Extra copies in old display case in train room. Make sure you put your name on the answer forms or puzzles! Good luck.

## CHIEF'S CORNER

Fred Lockhart

Time to catch up on what has been going on around the club this summer, starting with the committees: Scenery has been busy on the railroad and the work bench. The Engine Terminal around the transfer table and roundhouse in Cedar Hill has had scenery applied and is looking good. Peter Palica has painted the backdrop on the back of the lift-up section, to blend with the photo backdrop behind the passenger station. Bryan Miller and Bob Farrenkopf have been scratch-building and kit-bashing factory buildings for the area on the middle peninsula that the trolley will service. Others are working in the steel mill area. The Layout Design Committee presented plans that include a large industrial area and harbor scene with a trolley station, for the side of the peninsula nearest the parking lot. Also approved was the plan to open up the staging room to be a walk-in, with a staging yard to connect with the Mountain Division, and a level above the staging yard, to allow the Boston Division to continue to future expansion. There is also another level for the narrow gauge railroad to terminate above the Boston main line. Work will start on the staging yard shortly, as we are finishing up some engineering.

Usually when I am writing this column, I have referred to a “punch list” for the Cedar Hill peninsula. Well, as we have more operation sessions, we are being reminded of items that were never finished in Middleton peninsula and the middle peninsula. They have been forgotten mostly because of the pressure to work on the newest section and that the temporary components are still working. Example #1 would be the toggle panel for the west end of Middleton Yard; #2: no detection panel has been finished on that peninsula for the main line; #3: fascia panel with the track diagram ends short of Richmond Mills, so we are still using temporary toggles in that area, also. Those are only three examples; there are more. Why do I mention this? Well, we are talking about expansion, which sounds good to a lot of members, but we need to work on replacing the temporary items with finished



product before we expand too far. That means spending our construction budgets on finishing what we have started before we expand past what the club has approved. Give that some thought. That's my opinion and I would be glad to listen to others.

That is it for this month.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### AUGUST 2012 (5 years ago)

- Cedar Hill Yard classification ready for testing. Open for Fall Show
- Hunter Harrison appointed president and CEO at Canadian Pacific
- VIA Rail Canada announces 9% cut in work force and reduction of frequencies of *Canadian* and *Ocean* routes.
- Downeaster hits over ½-million passengers (528,292) first time in 10-year history.
- MBTA commits \$38 million to buy 7 new locos from MotivePower, Inc.
- GE rolls out 5,000<sup>th</sup> "Evolution Series" loco; to U.P.
- Nippon Sharyo opens new passenger car facility in Rochelle, IL to build 120 new cars of all types.
- Amtrak proposes \$7-billion redevelopment of Washington, D.C. Union Station.
- Springfield Union Station receives \$17-million grant money; part of \$75-million renovation funds needed.
- Genesee & Wyoming to acquire RailAmerica.
- MBTA makes \$50-million deal to acquire 21 miles of CSX track Framingham-Worcester; adds 7 round-trip commuter trains, making total of 20 daily.
- Amtrak launches "e-Ticket" program for all trains, after pilot program on *Downeaster* a success.
- New records show that Amtrak has 75% market share of travelers between NY and D.C. and 54% NY-Boston.
- "Countdown" signs (next train arrival) introduced on Red Line at South Station; a pilot program.
- GE introduces first new production prototype locomotive, which satisfies Tier 4 emissions.
- MBTA ridership surpasses 400-million for first time.

### AUGUST 2007 (10 years ago)

- Vermont legislature approves plan to replace diesel-hauled Vermonter with Multiple Unit cars (D MUs). Never happened.-Ed.
- 30,000 discarded, defective concrete ties donated by MBTA to Nantucket's Sconset Beach Preservation Fund.

- Study of direct rail link from Canada to Alaska finds cost of 1,178-mile project to be \$10.5-billion.
  - UP celebrates 145<sup>th</sup> anniversary of President Lincoln signing Pacific RR act, creating UP and Central Pacific to build RR from Omaha, NB to Sacramento, CA.
  - Valley RR #40 joins sister #97, after 4-yrs under repair
  - Durango & Silverton RR switches to wood pellets for fueling its steamers, while overnight in the roundhouse, to cut down on smoke emissions.
  - Amtrak *Downeaster* adds 5<sup>th</sup> round-trip between Boston and Portland.
  - Amtrak uses wireless credit card machines to accept payment for food and beverages.
  - MBTA reverses policy and allows photography of its stations and trains without a permit.
  - South Bay Interlocking closed as a manned interlocking, with control transferred to South Station.
  - BNSF begins construction of 3<sup>rd</sup> main track through Cajon Pass, enabling up to 150 trains/day to use the route through the mountains.
  - Vermont Agency of Transportation pays to lower floor of 1851 tunnel under Bellows Falls, to allow double-stack cars on the New England Central.
  - Operations Committee decides to offer "block of numbers" for each member wishing to register locos.
  - Bob England's amusing "on-the-spot" reporting of Old Colony Greenbush test train exiting the Hingham tunnel causes smiles among the faithful supporters.
- ### AUGUST 2002 (15 years ago)
- "Record" 32-page *Semaphore*.
  - Member Bob Larson dies.
  - Amtrak's *Acela Express* trains withdrawn from service, due to cracks in the suspension.
  - Hobo RR completes rehab of "Roger Williams" 2-car set, which is returned to Danbury RR Museum.
  - Morristown & Erie RR purchases all six ex-Amtrak, ex-New Haven FL9 locomotives.
  - VIA Rail Canada begins operating new "Renaissance" equipment on overnight train from Montreal to Toronto.
  - Proposed Fall River/New Bedford commuter rail service gets boost from Gov. Swift, who signs transportation bond bill.
  - Super Steel Schenectady delivers first (and only) of seven Rohr rebuilt *Turboliners* to Amtrak.
  - Rivarossi releases two- and three-truck Shays.
  - Athearn releases SD70 Genesis-series locos in R-T-R form; only kits were previously available.
  - Amtrak decides not to bid on pending MBTA Commuter Rail contract.
  - Colorado Railcar unveils prototype Diesel Multiple Unit (DMU) car.
  - *Downeaster* begins seasonal stop at Old Orchard Beach in Maine.
  - Multiple-alarm fire brings down old Montreal Locomotive Works building in Montreal, where over 7,000 locomotives were built from 1904-mid 1990s.

- Cape Breton & Central Nova Scotia Rwy files to abandon entire portion of RR on Cape Breton Island.
- 30' flagpole ordered for installation at our building.
- John Holmes joins SSMRC.

#### AUGUST 1997 (20 Years Ago)

- Work starts on renovation of Canton Viaduct for electric, high-speed service.
- Old Colony test rains running on Middleboro and Kingston/Plymouth lines.
- "Heritage" sleepers make last run on Amtrak's *Night Owl* to Washington, D.C.
- NS and CSX file 15,000-page application for control of Conrail.
- American Association of Private Rail Car Owners plan to run their annual special to North Conway, NH. (Never made it-Ed.)
- Restoration work on B&M Pacific #3713 "The Constitution" begins at Steamtown in Scranton, PA.
- U.S. Army Corps. of Engineers releases plans for major rehabilitation of Cape Cod Railroad Bridge at Buzzards Bay.
- Groundbreaking for renovation of Worcester Union Station.
- Thrall introduces articulated, bi-level auto carrier.
- Ex-Amtrak president (it's first) Paul Reistrup named VP of passenger integration for CSX.
- Super Steel Schenectady wins \$20-million contract to rebuild two Amtrak Rohr *Turbo liners*.
- Large, picture article about SSMRC in Boston Globe...

#### AUGUST 1992 (25 Years Ago)

- Town of Hingham grants SSMRC license to occupy Building 51.
- Jack Foley joins SSMRC.
- Club Cookout held at Jim South's for first time.
- Amtrak receives \$55-million to rehab Hell Gate Bridge.
- Swedish S-2000 trainset tested on Northeast Corridor.
- Rome Locomotive Works in Rome, NY, closes.
- Metro-North Commuter Rail Road acquires former MBTA FP10 locomotives.
- MBTA proposes five sites for new Commuter Rail stations on the Worcester Line.
- Edaville's landlord places \$125,000 attachment on property, which is for sale.

#### AUGUST 1987 (30 Years Ago)

(no issue)

#### AUGUST 1982 (35 Years Ago)

- Conrail reports first ½-year profit in its 6-yr history.
- Guilford receives OK to purchase Delaware & Hudson.
- Amtrak offers door-to-door package express service in Northeast Corridor.
- Chicago-Toronto service started and run jointly by Amtrak and VIA Rail Canada, called the *International*.

## DECODER & LOCO TUNE-UP CLINIC

Last month, **Barry Doland** was first on the scene with an Athearn Genesis GP15, dressed in Norfolk Southern "colors" (black). Barry with NS? Oh, well, he had to repair the handrails and also change the address, which was accomplished without fanfare.

**Joe Dumas** brought his Athearn "Model 40" center-cab, which had to have a decal re-done. The decals are extremely small (to match the loco) and delicate and one had been removed by the setting solution! A quick job.

Applicant **Ed Bulman** brought two locos: the first was a Walters SW-1 in undecorated gray. This old model needed a new drive shaft, which he would order from Walters, before attempting a decoder install. The second loco was an Atlas RS-1, decorated in New Haven black and orange. This, too, was an early model, so did not have a DCC plug, so the DH165AO was "just what the doctor ordered". This up-dated board includes current-limiting resistors, so that the stock LEDs or "mini bulbs" can be used without adding resistors. A loco he can use right away on the SSMRC!

**Paul Cutler III**, after straightening out the work area in the Model Shop, sat down with two locos: the first an Atlas C425, decorated in (what else?) New Haven; it was, after all, their last new locomotive purchased. Lucky, this model had the 8-pin plug and the DZ123P fit nicely. His other "loco" was an old P1K RDC-1 dressed in New Haven McGinnis. We have directions for easy installation in the P1Ks, which includes cutting the factory board "foil" at the "X" marks, wiring the decoder (DH126D) colored wires to the appropriate numbered terminals and adding a 270-ohm resistor in the blue common line, since only one headlight is on at a time. Nice model but very slow—about ½ the speed of the prototype.

Common denominator **Paul Agnew** brought an old Athearn "Blue Box" this time. It was the "Philadelphia, Bethlehem & New England" SW7, that works the Steel Mill; the prototypes worked the

huge steel mill in Bethlehem, PA, until that closed in the '80s. On this Club loco, Paul had installed new NWSL wheels, added the DH123D decoder and used LEDs for lighting in both ends. Nice job!

This month, **Chris Barlow** returned, after a several month absence from the Clinic. He brought a P2K GP9 dressed in the famous handsome B&O blue/black/grey with U.S. Capitol on the noses. A DH165LO replaced the factory board but this loco was not going to run properly, until the split axle gears are replaced. A very common problem with both Athearn and Proto (since the Chinese copied Athearn's drive). The plastic gears are press-fit onto the metal axles and tend to crack after time, making a thumping sound, as the unit travels down the track. (Dan carries packs of replacement gears in his shop.)

Also long-time absent (from the Clinic) **Jim South** returned with a "Red Sox Special" train from Bachmann, which included an F7 and passenger cars. He bought this off the WE Table and wanted to de-gear the locomotive, so that it can be displayed and moved easily, without having power applied.

Newest applicant **Tom Brewer** brought his Amtrak F40 by Kato to make DCC. About the time this loco was brought out by Kato, Digitrax brought out a sound kit, which included speaker and capacitor. Kato had incorporated a "sound box" in the hood of the loco and the kit plugged into the Kato board and worked great. The SD4104K1C was a "simple" sound installation...and his first decoder install! I had forgotten that I had that kit from many years ago, so he "lucked out".

**Paul Agnew** brought a combined Walthers/Athearn "Blue Box" Alco HH600, which was custom-painted in B&M. He had a lot of tune-up work to do on this very old locomotive. A "work in progress", so-to-speak.

**Ye Ed** brought a Central Vermont SW1200RS by Overland. Older brass is full of wiring and boards, which are useless for DCC. So, all the wires have to be cut off the board, then trace the wires to what bulbs they go to, using a 1 ½-volt battery. Something that PAC taught me was to cut off all the components on the board and use it to tape the

decoder to, then you screw the board back into the model and it is out of the way of the motor and gear towers, yet is easy to get to if needed. The DH123 was perfect and a 680-ohm resistor was used on each bulb. You never, ever, power more than one bulb per resistor, as if one of the bulbs burns out, the other bulb will receive twice as much power and will soon blow out also. I group the resistors from the blue common and run one wire from each of the bulbs to the other end of the resistors. Works for me.

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, September 7<sup>th</sup>**. Sign-up sheet on Bulletin Board. Everyone is welcome!



**CSX TRANSPORTATION'S** newest heritage repaint, Chesapeake & Ohio EMD SD40 No. 7534, has ended up at the Buckingham Branch Railroad in Staunton. The locomotive recently arrived on Buckingham Branch trackage after CSX's Huntington locomotive shops finished painting the blue-and-gold SD40 in June. While the locomotive was donated and repainted to the Chesapeake & Ohio Historical Society of Clifton Forge, Va., it will be spending the foreseeable future in Staunton. (TN)



**THE MBTA** has halted a plan to improve wireless internet service on commuter rail trains in the Boston area after receiving opposition from area towns. MBTA representatives announced last week it would conduct a 30-day assessment of the project to review comments from customers, local politicians, and the public. The Wi-Fi plan calls for the installation of more than 300 75-foot towers along railroad right-of-ways that would create better wireless and cellular connections. Opponents of the plan argue the towers would disrupt historic and residential areas. Preliminary efforts to provide on-board Wi-Fi service first started in 2014 when then-Gov. Deval Patrick signed an agreement with a local telecommunications provider to install the

system. Based on that timeline, construction should have started earlier this summer on the project. (tn)

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**SUBWAY DELAYS HAVE BECOME** a frustrating fact of life in New York City. Every day brings a new set of alerts about painful disruptions across the system. Trains creep along or stop in the tunnels. Crowds thicken on the platforms. Is the main culprit behind delays the aging equipment in the 112-year-old system—signals and tracks taxed beyond their limits and patched together to eke out a few more creaky years, only to break down again and again? That is certainly an enormous problem, but it is not the #1 reason. The major cause of subway delays is a factor that basically did not exist 15 years ago: overcrowding. The subway is a victim of its own success and the city's resurgence. Large crowds slow down trains, which creates more crowding in a vicious circle, which takes hours to unwind during every rush. Subway ridership has increased 50%, since the 1990s, when 4 million daily riders use the system; today it is 6 million. (DG)

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**ANY ACCOUNT OF RAILROADING** in the past four decades would be incomplete without including the formidable contributions of William L. Withuhn, whose work as a historian, museum professional, journalist, author, shortline executive, preservationist, and engineering consultant is without precedent. He is best known for his nearly 30-year career at the Smithsonian's National Museum of American History, where he was curator of transportation. Withuhn died June 29, 2017, he was 75. (TN)

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**TWO PASSENGER RAIL PROJECTS** in Massachusetts are moving forward. State officials recently awarded a \$1.5 million contract to Cambridge-based Arup USA Inc. to study a commuter rail link between North and South stations in Boston, the Boston Business Journal reports. The study, which will be completed by spring of 2018, is being administered by the Massachusetts Department of Transportation's office of transportation planning. The objective of the study is to evaluate the costs and benefits of a North-South rail link. Simultaneously, a proposal for the same agency to conduct a feasibility study of a Springfield-Boston high-speed passenger rail service is gaining support, Northeast Public Radio

reports. Following the \$95 million restoration of Springfield Union Station last month, local officials urged that funding be included in the state to conduct a study on a high speed rail connection between the two cities separated by just 98 miles. Starting in 2018, train service to Springfield on the rebuilt line from Hartford, Conn., is scheduled to increase by as many as a dozen trains a day. That project is a joint venture between the states of Connecticut and Massachusetts. (TN)

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**THE WHITE HOUSE** on July 10 announced that President Donald Trump intends to nominate Ronald L. Batory, who recently retired as President and Chief Operating Officer of Conrail, as the next Federal Railroad Administrator. Batory retired March 31 as President and COO of Conrail, following a 46-year rail operating career that included the presidency of the Belt Railway of Chicago and senior positions at Class I and regional railroads, including general manager in Chicago for Southern Pacific. He earned a bachelor's in business from Adrian College and a master of arts from Eastern Michigan University. Not since Canadian born Reginald Whitman was administrator (1969-1970), following a 40-year career at Great Northern Railway (1929-1969), has there been one with as comprehensive a rail operating background as Batory," notes [Railway Age](#).

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**THE AMTRAK DOWNEASTER** finished its fiscal year with the highest number of passengers since 2014, beating its ridership goals by almost 9 percent. The passenger train between Boston and Brunswick carried 511,422 passengers in the year that ended June 30, closing in on the record of 518,572 riders set in 2014. Revenue also beat projections, with \$8.6 million in ticket sales, a 7 percent bump from last year. "These results are particularly impressive," said Patricia Quinn, head of the Northern New England Passenger Rail Authority, in a prepared statement. "Achieving near-record ridership in a year of low fuel prices and construction-related service interruption indicates that the *Downeaster* has come of age in solidifying a durable and loyal customer base." In 2014, when the *Downeaster* set its passenger record, gas prices averaged about \$3.60 per gallon, compared with \$2.23 per gallon now, according to the rail authority.

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**AMTRAK'S "GREAT DOME"** is again operating on some of the Downeaster trains until September 24<sup>th</sup>. Weekdays on trains #682, 683, 688 & 689 and weekends on #690, 691, 692, 693, 696, 697, 698 & 699. Available on a first-come, first-served basis at no additional fare.

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**THE EIGHTH U.S. CIRCUIT COURT** of Appeals has struck down a U.S. Surface Transportation Board attempt to provide metrics which measure host railroad on-time performance. The action follows a U.S. Supreme Court finding that the metric's joint development by the Federal Railroad Administration and Amtrak as directed by Section 207 of 2008's Passenger Rail Investment and Improvement Act is unconstitutional. The appeals court ruling, written by Chief Judge Lavenki R. Smith, says that the STB "exceeded its authority" in trying to come up with a valid on-time performance measurement, even though the absence of such a yardstick would make it impossible for it to investigate or adjudicate disputes brought by Amtrak against host railroads in the event that punctuality fell below 80 percent for two consecutive quarters. The judges effectively decided that the STB's inability to measure on time performance is not the court's problem. (TN)

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**THE COMPANY THAT RUNS** Boston's Faneuil Hall Marketplace and Union Station in Washington, D.C., will soon be rolling into South Station. Ashkenazy Acquisition, a New York developer of retail properties, has agreed to buy a 98-year lease for the station's concourse and upstairs office space for nearly \$125 million. The deal, which is set to be completed later this summer, is separate from a plan by another developer to build an office and condominium tower over South Station's tracks. (BG)

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**RHODE ISLAND OFFICIALS** want more residents to commute to work by rail, so much so that they're going to pay for free rides. Passengers can travel free through the end of the year between Providence and the two stops south of the state capitol, as part of an agreement between the MBTA and the Rhode Island D.O.T. The half year of free trips, which were announced in May, is aimed at bolstering sagging ridership from stations at T.F. Green Airport in Warwick and Wickford Jct. in North

Kingstown. On weekdays, the MBTA operates 10 daily round trips from Wickford Jct. But ridership has been especially low at this station, which opened in 2012; it picks up about 300 riders a day—a far cry from a 1995 projection of nearly 3,400 daily riders. (BG)

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**REPRESENTATIVES FROM FOXBORO** and other communities (Mansfield) are continuing to press their case for a pilot program to bring commuter rail service to Gillette Stadium and Patriot Place. They continue to promote support for the one-year trial, that would extend Boston commuter trains to Foxboro. Walpole residents have tended to oppose the extension, however, and the T has also faced objections from those who say it should fix its current service before entertaining any new extensions. The Kraft Group has offered to pay \$200,000 toward an estimated \$950,000 in losses on the weekday service. Since this would be an extension of the Fairmount Line, advocates of the Line are raising concerns that there could be disruptions of travel because of breakdowns or other delays. This would affect the low-income and minority passengers that this Line serves in Mattapan, Hyde Park and Dorchester. (FR and BG)

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**THE MBTA WILL SHUT DOWN** its Lowell commuter rail line for weekend service beginning Aug. 5 through Oct. 1 for positive train control work, the agency recently announced. MBTA officials say the closure is necessary for the installation of all PTC related infrastructure. During the two-month work curfew, crews will install trackside technology, communication systems, and on-board technology on weekends only. In early July, the agency started its first PTC project on its Newburyport-Rockport commuter rail line. The agency will have until Dec. 31, 2018 to meet the federally mandated PTC deadline. (TN)

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**PROJECT LEADERS** with the Pennsylvania Railroad T1 4-4-4-4 No. 5550 project recently announced that the locomotive's cab has been built. The T1 Trust group along with Curry Rail Services recently built at the cab at Curry's railcar facility in Hollidaysburg — the Pennsylvania Railroad's former Samuel Rea Car Shops. According to T1 Trust project leaders, the completed cab for No. 5550 is a huge step in moving the project forward. Earlier this year, the



non-profit organization celebrated another milestone when it cast its first boxpok driver. Curry Rail, a locomotive supplier and railcar maintenance company responsible for manufacturing the locomotive's cab, is also a corporate sponsor of the T1 Trust project. There were 52 Class T1 locomotives produced, including 25 at the Pennsy's shops in Altoona, Pa., and 27 by the Baldwin Locomotive Works. Two prototypes were built in 1942, with the remainder of the locomotives built in 1945 and 1946. The streamlined locomotives were styled by Raymond Loewy and used in high-speed passenger service. (TN)

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**SPANISH TRAIN MANUFACTURER** Talgo has entered the U.S. passenger-car overhaul market with a contract to rebuild transit cars for Los Angeles, using a plant it formerly occupied to assemble its own passive-tilt trainsets for the stillborn Wisconsin high-speed service. The first of 37 married pairs of Los Angeles County Metropolitan Transportation Authority A650 heavy rail vehicle cars to be overhauled were unveiled July 14 at a news conference in a large city-owned factory on Milwaukee's north side. The cars are used on Los Angeles' Metro Red Line and were built by Italy's Breda Costruzioni Ferroviarie between 1992 and 2000. They now require extensive updates of propulsion equipment, braking, signaling, and other components. An option for the overhaul of additional car pairs could bring the value of the total contract to nearly \$73 million. (TN)

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**NY GOV. ANDREW CUOMO** appeared at the Schenectady RR station on July 13<sup>th</sup> to officially end the decades-old bottleneck between Schenectady and Albany, that has delayed countless Amtrak trains and thousands of rail travelers. The project restored a second track between the two cities that had been ripped up when the property was still owned by the bankrupt Penn Central Railroad. The restoration cost \$91.2 million, but the new track eliminates the need for one train to wait at either station while another train traveling the opposite direction clears the track. Work took five years and was essentially completed on June 26. Other projects also completed include the \$50.5 million construction of a fourth track at the Rensselaer station, Amtrak's ninth busiest

station nationwide, a project that also included lengthening station platforms to accommodate the station's longest train, the Lake Shore Limited, which travels daily between Chicago, Boston and New York City via the Capital Region. Although officials didn't mention it, the second track also opens up the opportunity to substantially boost rail service to the rest of upstate New York, including Schenectady and Saratoga Springs. (T-U)

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**AMTRAK PASSENGER SERVICE** will resume Oct. 31 in Roanoke. A train will reach town about noon Oct. 30 for a ribbon cutting-type event, said Kelsey Webb, a spokeswoman for the Virginia Department of Rail and Public Transportation. The following day, a Tuesday, passenger service to and from Roanoke will begin anew after a 38-year hiatus. (RT)

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**THE CIRCUS WORLD MUSEUM** in Baraboo is preserving a little piece of circus train history. Watco's Wisconsin & Southern Railroad recently delivered a Ringling Bros. and Barnum & Bailey "Blue unit" passenger car, a stock car, and a flat car loaded with four circus wagons to the Baraboo museum for display, the Baraboo News Republic reports. After learning the circus would be discontinued, the museum partnered with several donors to secure a passenger car through an online auction held earlier this spring. Managers at Feld Entertainment, the parent company of Ringling, then decided to donate the animal stock car and the flat car with circus wagons. The cars just recently arrived after being moved in freight service from Oak Island, N.J., and Florida. (TN)

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**STRASBURG RAIL ROAD** has received its Certificate of Occupancy on its expansion project, getting the green light to officially move into its new Mechanical Shop. The \$1.75 million construction project added 12,000 square feet to the existing 18,000-square-foot facility, which handles steam locomotive and passenger car repair, restoration, and reproduction for Strasburg Rail Road and other railroads and museums across the country. The new facility will increase the railroad's capacity for contract work by 25 percent and allow the shop to better handle in-house projects such as passenger car restoration and steam engine maintenance. In addition to a new milling machine, boring mill, and

manual lathe, the railroad has added six employees to the mechanical shop staff since the construction started. For more than 50 years, the mechanical department of the Strasburg Rail Road has been producing world-class work in the steam railroading industry. The railroad's boiler shop is among just a few railroad shops in the country that have American Society of Mechanical Engineers and National Board Inspection Code certificates, allowing them to design, build, and repair boilers in any jurisdiction in the country. Strasburg Rail Road holds the unique distinction as America's oldest short line railroad and is a designated heritage site. Founded during the first term of President Andrew Jackson, Strasburg Rail Road was incorporated by a special act of the Pennsylvania Legislature in 1832. Through the years, Strasburg Rail Road has become one of Pennsylvania's most popular tourist destinations and is recognized as one of America's most significant examples of the early 19th century railroading. (TN)

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**CANADIAN PACIFIC** has reintroduced its heritage logo to the side of its locomotives. Earlier this month, AC400CWs Nos. 9835 and 8639 were released from the paint booth at Relco in Albia with the logo on the long hood. The logo, first introduced in 1997, is a simplified version of the original with a solid color for the design versus the shading that appeared on the original that was used from 1997 to 2007. The design features a beaver, maple leaf, company name, and year the company was incorporated — 1881. (TN)



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**FEDERAL OFFICIALS** are rethinking a plan to build new high-speed railroad tracks through parts of Connecticut and Rhode Island, after complaints that the project would devastate neighborhoods, marshlands and tourist attractions. The FRA dropped the proposal from the latest version of a \$120-150 Billion master plan, released July 19<sup>th</sup>, to rebuild the congested Northeast Corridor between Boston and Washington, D.C., over the next 30 years. Instead, the agency said it would continue studying options for adding track capacity and

speeding service in the 100-mile stretch from New Haven to Providence and that it's seeking input from residents and officials. (BG)

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**LEADING LOCOMOTIVE MANUFACTURER**

General Electric is shifting production of its diesel-electric locomotives from its facility in Erie, Pa., to Texas, and cutting 575 jobs. The company in a statement said the move comes on domestic sales of locomotives that have dropped 10%, and higher international orders. "Given these market realities and the need for cost competitiveness across our global markets, GE Transportation announced its intent to transfer production of locomotives and kits for international customers to the GE Manufacturing Solutions facility in Fort Worth, TX from Erie, PA. The move is necessary to drive efficiency, better complete in the increasingly competitive global market, and preserve U.S. jobs." General Electric has produced locomotives at its plant in Lawrence Park, Pa., since 1910, most recently as GE Transportation. The facility will continue to operate in design, engineering, prototype development and components production, said GE Chief Executive Jamie Miller in a letter to employees. (RA)



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**LAST MONTH**, the local State Senator from the Palmer area made a "Whistle Stop Tour" (by car) of the old B&A from Framingham to Springfield and had an interest meeting at the "Steaming Tender Restaurant" to promote "high-speed rail" between Boston and Springfield. A proposed "feasibility study" was vetoed last year by Governor Baker and is hoped that he won't do that to this year's proposed bill. (JR)

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**NORFOLK SOUTHERN** reports that it is starting to win over customers to its railway, amid disruptions at rival CSX Corp., where the network is undergoing an overhaul under its new chief executive, Hunter Harrison. Problem for most industries is they don't have a "choice" of which railroad to use, as usually only one does.

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**CANADIAN PACIFIC IS RUNNING** a commemorative Canada 150 train this summer that

will tour much of the railroad's Canadian system in recognition of the country's 150th birthday. The special train left railroad headquarters in Calgary this week and is headed to Port Moody, British Columbia, for its first event on Friday, July 28. The Canada 150 train is made up of the railroad's Royal Canadian Pacific heritage fleet, including its A-B-A set of F9s led by CP F9 (A) No. 1401 and 10 restored Royal Canadian Pacific heritage cars. The special train will visit 13 cities beginning Friday, July 28 through Sunday, Aug. 20. (TN)

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**GROWING CONCERNS** by shippers regarding service issues with CSX have prompted a response by regulators. On Thursday, July 27<sup>th</sup>, the Surface Transportation Board sent a letter to Hunter Harrison, Chief Executive Officer of CSX, expressing concerns about deteriorated service resulting from the railroad's recent operating changes. The STB in the letter said it has received a number of informal complaints from the railroad's customers and others in the industry regarding increased transit times, unreliable switching operations, inefficient car routings, poor communications and coordination with CSX customer service, and acute disruption to customers' business operations. (RA)

According to numerous observers, CSX service continues to deteriorate, threatening to affect other railroads and, by extension, the economy. Some customers have taken to giving rail traffic to competitor Norfolk Southern. Others, without any other rail options, have moved over to trucks. And some have petitioned the Surface Transportation Board and the House and Senate committees with responsibility for rail transportation to get involved. Letters from all sides have been circulating on Capitol Hill. CSX responded to a large number of rail shipper associations on Aug. 16 with a strongly worded letter from President and CEO E. Hunter Harrison to the Rail Customer Coalition, which is comprised of 44 independent associations representing chemical and agricultural companies, steel and motor vehicle manufacturers, and beer producers and importers, among others. Harrison's letter, directed to American Chemistry Council President and CEO Cal Dooley, was in response to the RCC's Aug. 14 letters to the House and Senate Transportation committees detailing "chronic service failures."

"This [situation] has put rail-dependent business operations throughout the U.S. at risk of shutting down, caused severe bottlenecks in the delivery of key goods and services, and has put the health of our nation's economy in jeopardy," the RCC said. Harrison, in his response, began by stating that CSX "was greatly disappointed with your many unfounded and grossly exaggerated statements ... related to the service experienced by some customers as we implement Precision Scheduled Railroading, which has a proven history and long track record of delivering superior transportation services for customers. Though you did not extend us the courtesy of discussing those concerns with us first, most likely because your statements were made to advance your longstanding attack on the balanced approaches of the Staggers Act, we wanted to respond directly, and set the record straight."

"That opening is dreadful," says one industry observer. "Harrison spits in the face of the Golden Rules of customer service. Rule No. 1: The customer is always right. Rule No 2: When the customer is wrong, refer to Rule No. 1." Harrison had earlier blamed CSX's service problems on certain employees who he said "have pushed back" against the changes he is implementing. (RA)

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**THE COST OF RESTORING** former Chesapeake & Ohio 2-6-6-2 No. 1309 continues to rise, but John Garner, superintendent of the Western Maryland Scenic Railroad said Aug. 1 that he's determined to see the project through. "The 1309 project has been a huge project that's eating us out of house and home," Garner told *Trains News Wire*. "However unfortunate it may be, that's the gospel truth." The price tag now is \$1.8 million. Speaking on local radio station WCBC's morning talk show on July 26, Garner said, "I'm going to say you will see steam by the end of September, but that hinges on the outcome of these tests." Boiler work has been completed, and the next step is a mandatory hydrostatic test in the next two or three weeks. However, restoration has been set back again after contractors found corrosion pits on the locomotive's axles. They will have to be turned on a lathe, which means wheel boxes and crank pins will have to be rebuilt as well. (TN)

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**THE RAILROAD MUSEUM** of Pennsylvania has announced that it will be transferring ownership of its historic Nickel Plate Road steam locomotive No. 757, the Berkshire, to the Mad River & NKP Railroad Museum in Bellevue, Ohio. The Mad River & NKP Railroad Museum will be making its own arrangements for the eventual movement of the No. 757 to Ohio. Ownership of the locomotive will be transferred upon its removal from the Railroad Museum of Pennsylvania. "Responsible stewardship of historic artifacts often requires making difficult choices about what you keep, what you acquire and how you invest your limited resources," says Museum director Patrick C. Morrison. "Saying goodbye to the Berkshire will be



sad for us, having been on our roster for more than 50 years. However, the Mad River & NKP Railroad Museum has demonstrated their willingness to immediately restore No. 757, and we are very excited to see what they have in store for this important modern steam treasure." "It is essential for organizations like the Railroad Museum of Pennsylvania and the Mad River & NKP Railroad Museum to work together to find ways to save historically significant objects like No. 757. No one organization can do it all and, in most cases today, it is quite literally a race against time to save these pieces from the ravages of time and the elements," Morrison adds.

The New York, Chicago & St. Louis Railroad - also known as the Nickel Plate Road - built the Berkshire No. 757 in Lima, Ohio in 1944. The city of Bellevue, Ohio, a strategically important railroad center and hub, was offered No. 757 by the railroad in the mid-1960s, but did not have a museum at the time to preserve it. So, No. 757 became the first locomotive to be donated to the future Railroad Museum of Pennsylvania, arguably saving it from an uncertain fate. (RR Museum of PA)

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**SEVERAL KEY INFRASTRUCTURE** projects are moving forward on the Massachusetts Bay

Transportation Authority this summer. The agency's Beverly drawbridge project, a multi-faceted plan to rehabilitate and replace part of a commuter rail bridge is nearing completion. Contracted crews are repairing approach span piles and replacing swing spans on the 120-year-old bridge on the Rockport and Newburyport commuter rail line spanning the Danvers River. The line has been shut down since mid-July to allow for the bridge's swing span to be replaced. Commuter rail service is on schedule to resume on Aug. 14 after a 28-day suspension of service. Separately, the agency is moving forward with installing positive train control on its Newbury-Rockport and Lowell commuter rail lines, right-of-way improvements on the Orange Line, and other projects in conjunction with state department of transportation leaders. (TN)

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**MORE THAN \$15 MILLION** in the latest round of Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grants will benefit rail projects in Mississippi and Maine. The Maine Department of Transportation has been awarded a \$7.89-million FASTLANE grant for the Maine Railroad Bridge Capacity project in northeastern Maine, according to Sen. Susan Collins (R-ME). "This major rail link is used daily by manufacturers and customers across our state and these improvements will significantly increase capacity and efficiency throughout the corridor," said Sen. Collins. The project will repair and upgrade 22 rail bridges on the Madawaska Subdivision of the Maine Northern Railway. One bridge requires complete replacement while three need superstructure replacements and 14 require minor repairs. Following project completion, the 151-mile section will be capable of carrying 286,000 pounds of rail car weight. "This FASTLANE grant is a critical piece of funding for the upgrades and improvements of railroad bridges in northern Maine," said MaineDOT Commissioner David Bernhardt. "Through this important public/private partnership, operators of railroads will be able to safely increase the loaded weights for railcars over these bridges that will have long lasting, positive impacts on industries in the region." (RA)

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**U.S. SEN. CHARLES SCHUMER** (D-NY) is asking the Federal Railroad Administration (FRA) and the

Federal Motor Carrier Safety Administration (FMCSA) to reverse the withdrawal of pending regulation that would require sleep apnea testing of workers in safety critical roles. "We don't want train engineers with undiagnosed sleep apnea, who actually hold lives in their hands, to fall asleep at the switch and we don't want big-rig drivers to doze off at the wheel. That's why NTSB's recommendations to get this done should be the law of the land and why I have pushed so hard on this subject for years. This abrupt and uncalled for withdrawal by [U.S. Department of Transportation] commemorates a disaster waiting to happen and that's why I'm now calling on the both of these agencies to get these rules and this process back on track," said Sen. Schumer. The FRA and FMCSA published a withdrawal notice in the Aug. 8 Federal Register ending development of the sleep apnea testing rule because both agencies "believe that current safety programs and FRA's rulemaking addressing fatigue risk management are the appropriate avenues to address obstructive sleep apnea." Sen. Schumer's office pointed to several transit accidents recently where sleep apnea played a role including a 2013 Metro-North derailment in the Bronx where four people were killed and that prompted the Metropolitan Transportation Authority to develop a program to screen employees for sleep apnea. The program was later expanded to the Long Island Rail Road, as well. The senator's office also pointed to the derailment of a New Jersey Transit train at the Hoboken Terminal where sleep apnea also played a role. Sen. Schumer explains that early 20 percent of the major investigations completed by National Transportation Safety Board (NTSB) between 2001 and 2012 identified fatigue issues as a probable cause. Reducing fatigue-related accidents has been a mainstay on the NTSB's Most Wanted Lists. "It doesn't take Albert Einstein to understand why it is so important to begin the process of requiring sleep apnea testing across-the-board and at the federal level," said Sen. Schumer. (RA)

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**AMTRAK AND THE MBTA** have ended their battle over operation, maintenance and use of the 37.9-mile Attleboro Line between Boston and the Rhode Island state line on the Northeast Corridor. The two parties have struck a new Attleboro Line Agreement under which Amtrak will provide maintenance-of-way and dispatching services

through 2021. "This agreement ends a dispute over applicability of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, Section 212, which created the Northeast Corridor Commission and mandated the development of the Commuter and Intercity Rail Cost Allocation Policy," Amtrak said. "The Policy, which is meant to provide a consistent methodology for calculating and assessing costs for all users of the Northeast Corridor, was jointly developed by all the owners and operators of rail services from Boston to Washington, D.C." The MBTA now assumes responsibility for directing the capital program on the Attleboro Line. MBTA and Amtrak will contribute to capital projects and operating costs "in a manner consistent with PRIIA and the Cost Allocation Policy," Amtrak said. Amtrak will allow the MBTA to use South Station's system for dispatching of the south-end branch lines, charging for its use of these facilities "based on a proportionate sharing of facility and system costs." (RA)

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**WEEKEND RAIL SERVICE** will resume quicker than expected on the Massachusetts Bay Transportation Authority's Newburyport-Rockport line after agency officials say they will finish positive train control work one month early. The agency was scheduled to suspend weekend service on the Newburyport-Rockport line for much of August and September so that PTC appurtenances could be installed along the right-of-way and on rail equipment. Now, MBTA officials say trains will be back up and running by Saturday, Sept. 2. With the Newburyport-Rockport line resuming service, this means construction crews will be able to start PTC installation on the Needham commuter rail line earlier than expected. (TN)

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**AMTRAK PLANNED A SPECIAL** train route to make the most out of the solar eclipse, but it was so popular that it sold out in the less than a day. The Carbondale area in southern Illinois is considered the best place in the U.S. to see the total solar eclipse on August 21. So at 3 a.m. on the morning of August 21 Amtrak will run a special train from Chicago to Carbondale. The train route was so popular that it sold out 22 hours after going on sale. Amtrak says once the train is on its way its lights will be dim so people can take a nap. There will be plenty to do once you get to Carbondale about 8:30 a.m. "Go down there, you

can spend the whole day, because there's an eclipse marketplace, music festival, there's lots of things going on, then the eclipse itself, at about 1:30 p.m.," said Amtrak spokesperson Marc Magliari. After a full day of fun, Amtrak gets you back to Union Station before 11 p.m. that night. (R.Buck)

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**CANADIAN PACIFIC RAILWAY** played an important role in shaping Canada into the nation it is today, a nation celebrating its 150th anniversary. CP's *Canada 150* special, a rolling celebration of Canadian history and culture, will wind up a three-week tour on Aug. 20 in Ottawa, the country's capital city. Iconic EMD F-unit diesel-electric locomotive CP 1401 (built in 1958) is leading the train, powering more than 10 beautifully restored Royal Canadian Pacific heritage cars. "These cars are historical treasures and have hosted some of



Canada's—and the world's—most influential minds including Canadian author Pierre Berton; Princess Elizabeth and Prince Phillip (pre-coronation); and Sir Winston Churchill," CP notes on its website. CP said a highlight at each stop is the opportunity to take part in decorating a special railcar named the *Spirit of Tomorrow*: "Children are invited to write their hopes for the Canada of tomorrow on a commemorative card. Each will be affixed upon the railcar and as the CP Canada 150 Train makes its journey across the country, the Spirit of Tomorrow will come alive." The *CP 150* journey began in late July in Port Moody, B.C. From there, it worked its way eastward on CP main lines, stopping in Revelstoke, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Thunder Bay, Sudbury,

Hamilton, Toronto, Montreal, and finally, Ottawa. (RA)

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**PENNSYLVANIA'S COAL INDUSTRY** has landed a significant overseas contract, a deal that is keeping a regional freight railroad busy. Latrobe-based Xcoal Energy and Resources has struck a deal to ship 700,000 tons of coal to Ukraine by the end of 2017. The move will help the Eastern European nation generate power over the winter as it struggles to get fuel from pro-Russia separatist-held regions in the east. Half of the tonnage will come from mines served by the Schuylkill County-based Reading and Northern Railroad. The carrier will be supplying cars to load the anthracite coal at six points in eastern Pennsylvania. It was not immediately clear where the rest of the coal will come from. The loaded cars will then be transferred to Norfolk Southern Co. trains in Reading. From there they will be hauled to the Port of Baltimore, where coal will be loaded onto ships for the ocean voyage to Ukraine. (Doug Buchanan)

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**A NEWLY SIGNED** presidential Executive Order aims to reduce the time it takes projects to move through the federal permitting and review processes. The U.S. Department of Transportation (USDOT) says the Executive Order (EO), "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects," streamlines the environmental review system and removes current roadblocks in order to ensure a faster and more efficient permitting process for America's major infrastructure projects. (RA)

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**A VETERAN EXECUTIVE** from General Electric and a business turnaround expert will head up the Massachusetts Bay Transportation Authority beginning Sept. 12. The Boston-based transit agency has named Luis Manuel Ramirez as its new general manager and CEO. Ramirez has more than 30 years of experience in executive and business leadership and most recently managed his strategic and turnaround business consultancy firm. Prior to managing his own firm, Ramirez worked at General Electric from 2000 to 2012, where he was promoted into several executive leadership roles. He finished his career as president of the company's energy industrial solutions business. MBTA leadership believes

Ramirez' executive experience will help transform the agency into a more efficient and effective organization. "I am excited about joining a great team at the T to build upon the progress they have already made," says Ramirez. "Going forward, we need financial discipline, we need operational excellence, and we also need strategy. But in everything we do, the overriding objective will be to put the customer first," says Ramirez. (TN)

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**RAILPACE REPORTS** that Pan Am Railways has decided to rid itself of all its EMD units and become an all GE railroad. They are to acquire 15-20 B40-8s and an additional 20 C40-8s.



Ex-CSX C40-8 fresh from Waterville Paint Shop. (Photo by Julian Berard)

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Plans to extend the Trans-Siberian Railway from Kosice in Slovakia to Vienna, Austria, could cost as much as \$7.6 billion U.S. dollars, reports Russian news agency Tass. Construction on the 250-mile extension could begin in 2023 and when operational, project leaders say up to 20,000 trains could operate annually on the four-foot 11 and twenty-seven thirty seconds-inch broad-gauge line to central Europe. The project stems from a 2009 joint venture between railroad operators in Austria, Russia, Ukraine, and Slovakia who share the same vision for extending passenger rail service from Kosice to the Slovakian city of Bratislava and then into Vienna. The Trans Siberian Railway's existing system extends more than 5,700 miles and is the main transcontinental railroad through Russia. The line, which has right-of-way segments dating back to the late 1800s, has connecting rail divisions into large and small European and Asian cities with extensive passenger rail travel options throughout those regions. (TN)

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The T1 Trust has purchased a 200,000-pound Pennsylvania Railroad long-haul tender No. 6659 from the Western New York Railway Historical society that had been used behind an M1, a 4-8-2 Mountain-type locomotive. Essentially, a T1 tender minus the streamlining, this acquisition negates the need to build a new tender for the T1 locomotive, which was built as a 4-4-4-4. Design, construction, and fabrication of a new tender were estimated at \$3 million out of the project's total \$10 million budget.

The tender holds 31 tons of coal and 21,000 gallons of water. The tank is the last of its kind — no other coast-to-coast tenders with 16-wheels are known to exist. The tender is in excellent condition with sealed hatches, minor surface rust, and well-preserved trucks, thanks to the tender's low side walls that sheltered the trucks and bearings from weather. Jason Johnson, the T1 Trust's General Manager remarked after having visited the tender for a thorough inspection, "I just can't get over what great shape it's in." The long-haul tender was originally acquired by the historical society to replace the gutted-out short tender for their Pennsy 2-10-0 I1sa-type locomotive. As part of the purchase agreement, the T1 Trust has agreed to fully restore the I1's tender tank to its original specifications as part of the historical society's planned cosmetic restoration of the I1 locomotive. The cost of the tender restoration is estimated to be approximately \$75,000. The T1 Trust has also made arrangements to store the tender at the historical society's museum site, the Heritage Discovery Center, in Buffalo, N.Y., for up to 30 years at a cost of \$1 per year where it will be displayed alongside the Pennsy I1. Historical society President Joseph Kocsis Jr. expressed much enthusiasm for the agreement, "We're grateful to partner with the T1 Trust to make 5550 a reality. They bring a great deal of expertise to the table and we look forward to working with them in the restoration of our I1 tender and seeing the long haul tender return to its intended use". (TN)

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Coal might have been the fuel powering locomotives of the past, but in the future, reclaimed biomass may power the preserved steam locomotive. The weekend of Aug. 19, Everett Railroad officials tested one of these coal substitutes on 2-6-0 No. 11 and raised steam pressure ahead of the scheduled passenger trains.

"Working on the basis that energy changes form, BioFuel combines its proprietary combination of materials into compounds that serve as fuel cubes or absorbents," a Roaring Spring company representative said of the company's recycled paper-based product. "The fuel cubes, in particular, can be adjusted to meet the needs of industry, as well as for home and outdoor use." To carry out the test, the Everett crew introduced measured quantities of biofuel into the No. 11's firebox and observed its properties compared to the amount of coal needed to raise the pressure by 5 pounds per square inch. The results were promising, though this initial test did not involve the locomotive moving under its own power while being fired with biomass. "The biofuel was a little bit larger in its dimensions than coal but, pound for pound, the biofuel raised more pressure, than coal does," says Zachary Hall, the Everett Railroad's chief mechanical officer. The physical properties of a fuel are just as important as its ability to raise heat and the biofuel produced a very light ash compared to what is typically left behind by coal, Hall says. The crew had no issues maintaining an ash bed while the locomotive was stationary and drafting with the blower, but future testing will determine if the biofuel can maintain a proper bed of coals while the locomotive is working hard and producing a significant draft. Hall also said that the biofuel had a satisfactory density and that the size of the pellets was ideal to allow crews to spread them around the firebox. As with coal, biofuel pellets that are too brittle or too firm can be difficult to ignite. As far as potential drawbacks, Hall says that the Roaring Spring biofuel material loses its thermal properties if it gets wet. That may require special storage areas or tender modifications if a tourist railroad decides to invest significantly in biofuels. Future tests will also help to establish what kind of wear biofuels cause to the locomotive in the long term. Hall says that it is too soon to say if biofuel will be more cost-effective than coal when factors beyond the cost of fuel per ton are factored in. As the price of coal increases and tourist railroads find it increasingly difficult to arrange small coal shipments, though, biofuels show promise as an alternative. (TN)

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The Showpeople's Winter Quarters of Seffner Aug. 16 announced the donation of retired circus train car RBX No. 57 by Feld Entertainment, Inc., parent company of Ringling Bros. and Barnum & Bailey.

The donated train car will be used as the organization's new community center. "The donation of an actual car from the legendary Ringling Bros. and Barnum & Bailey circus train is a wonderful gift from Feld Entertainment, Inc. to former showpeople," said the Rev. Jerry Hogan, circus priest and chairman of the Circus and Traveling Shows Retirement Project, overseer of the winter quarters. "We will give RBX Car No. 57 a 'forever home' at our retirement village." RBX No. 57 was built in 1953 by American Car and Foundry Company of St. Charles, Mo., as Union Pacific passenger car 5453. Ringling Bros. and Barnum & Bailey bought the car in 1972 and refurbished it as the trainmaster's car. Once installed at the winter quarters, RBX No. 57 will be remodeled to house an activity space, kitchen, bathroom, and laundry facilities. The railroad bed has already been laid to receive No. 57, thanks to support by the Florida Railroad Museum in Parrish, Fla. The car is slated to move from its Palmetto, Fla., location to the winter quarters by the end of August. (TN)

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**ALL'S WELL AT NEW YORK'S** Penn Station, says Amtrak Chief Engineer Gery Williams in a conference call Friday with media. Williams told reporters that Penn Station revitalization work, and dubbed the "Summer of Hell" by local commuters, planned for this summer was going well, and, in some cases, was ahead of schedule. Notable was the full return of Track 10, which will help pre-Labor Day travelers looking to leave New York for a long weekend. Switches around Tower A at the west end of the station have been surfaced as well, and quality control was applied there as well as to any replaced trackage to insure smooth operation. Williams said that the entire project was coming in on time and on budget, which is around \$30 million dollars. He mentioned that parts of the project had gone so well that there was time for some work done on track 18 of the Long Island Rail Road, which was not part of the plan. The learning curve, he said, was such that many of the lessons learned would be applied all over the Amtrak system; for instance, maintaining extra crews and equipment for the project insured no operational delays. Best practices have been honed as a result.

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

JULY



## TRAINS

Slowing the *Century*

Fire Down the Canyon

## MODEL RAILROADER

Ballasting Main Lines and Sidings

Model Tracks in Dirt and Cinders

Trains of Thought

Modeling from Memories

## CLASSIC TRAINS (Summer 2017)

Prescription for Prosperity

Rexall Train Tour

Surprises on the Siskiyou

Moving Tribute

Canada's 1967 Centennial Special

Whistle-Sopping in the 1960s

High, Wide, and a Long, Dirty Haul

Sesquicentennial Steam

D&H's 150th Birthday trip to Montreal

## AUGUST

### TRAINS

Ringling's Train Ties Up for the Last Time

Midwestern Steam Returns

Seeking a Turnaround

NJ Transit

Summers on the Soo

### MODEL RAILROADER

50 Years and Two Houses

What's on the Front of a Berkshire's Stack

Making Better-Looking Foreground Trees

Seven Tips for Better Solder Connections

### RAILROAD MODEL CRAFTSMAN

NYC Electric Shed

Perspective

Figuratively Speaking-adding figures

Scratchbuilder's Workshop

Light 'em Up

### PASSENGER TRAIN JOURNAL (2017-3)

Expanding Passenger Rail in the Pine Tree State

Capitol Unlimited

On-time performance court ruling consequences

Three Tickets to Pittsburgh

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Portland Press Herald, Foxboro Reporter, Albany Times-Union, Roanoke Times, Palmer Journal Register, Wall Street Journal.

## EDITOR'S NOTES

1. Of particular interest to me about the "**Rexall Train**" of 1936 (Summer issue of Classic Trains) was that 7 of the 12 cars were former New Haven 36-seat parlors previously assigned to *The Merchants Limited*. One of them, named "Adrienne" for the Rexall Train, was named "Hingham" while on the New Haven! A very interesting article.
2. Issue 3 for 2017 of Hingham magazine has a **nice article, with pictures, of SSMRC**. My copy is on the lunchroom table FYI. Please do not toss out, as it will become part of our "archives".
3. **PLEASE NOTE** that we have discontinued our PO Box, and Roger has built us a nice through-building mail chute for our incoming mail. Our address is now:  
**52 Bare Cove Park Dr.  
Hingham, MA 02043**
4. **Another great Cookout and Pool Party** was held at Jim's on July 17<sup>th</sup>. 21 members, past present and Honorary, enjoyed the eating and festivities. Pictures and slides afterwards were presented by Kevin Linagen (today's Fore River RR), Doug Buchanan (down fan trip memory lane) and Paul Cutler III (Around Boston's RRs from the Frank Ellis collection).



We celebrated the 25<sup>th</sup> anniversary of Jim & Alice South's gracious hospitality hosting our Summer Cookout and Pool Party, with a

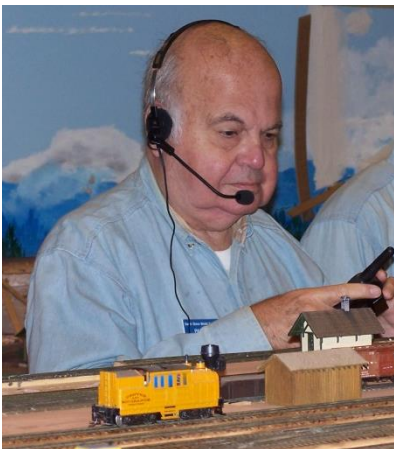
large sheet cake and everyone having a whale of a time...thanks Jim and Alice!



5. **Another 25<sup>th</sup> Anniversary** for the Club is the awarding of the license to occupy Building 51 from the Town of Hingham Selectman; issued in August 1992! How time goes by and how many of us are left who remember that time? "A Club in Transition" will continue next month, with more memories of those early days...especially important for those members who take our beautiful facilities for granted, having never seen what the building looked like when we got here.

.....*David N. Clinton*

## MEMBER NEWS



Another member has passed away. **Paul Pando**, a member since 2001, suddenly left us on July 15<sup>th</sup>. He suffered a stroke, fell and injured himself badly, losing a lot of blood in the hours that it took for someone to find him. Paul was 81 years old and an enthusiastic member of the Club, particularly enjoying participating in "Official Operations", where he had been "Train Dispatcher" for many years of Operations. Paul had retired from being a mechanical engineer and surveyor during his working career. We shall miss him greatly and his stories of working on the construction of I-95 through Connecticut, right next to the New Haven RR. May he rest in peace with the Lord.

Good-bye to long-time member **John Holmes**, who has moved to St. Louis, MO, to begin a new chapter in his life. John is retaining his membership for now but we will miss his contributions to the activities at the Club. Best wishes and safe journeys in your new endeavors, John!

**John Childs** made the Patriot Ledger, in an article about the new Fore River Bridge opening on August 17<sup>th</sup>. Good going, John!

### new Fore River Bridge

told him that his was the 14th southbound vehicle to go over.

"It's too soon to really weigh in on the bridge, but having gone over it last night and then again this morning, I think it looks great and it's a smooth ride - characteristics the old bridge did not possess," Fox said.

John Childs of Weymouth said he was the first person to cross the bridge on foot. He crossed with one of the project engineers at about 12:20 a.m. Thursday.

"It was awesome," he said. "It's so nice compared to the old bridge."

Childs is one of the Weymouth residents helping plan a series of events to mark the opening of the new bridge, including a 5K road race and a beer tasting.

"We're trying to have some fun with this after waiting 15 years," he said.

On Sunday, Oct. 1, runners and walkers will take part in the Fore River Bridge 5K. The run will start at the Hingham Shipyard's commuter ferry parking area and end in the middle of the new Fore River Bridge. Childs said organizers are working with

state transportation officials to determine the lane closures for the race.

Proceeds from the road race will benefit Arc of the South Shore, a nonprofit that provides services to adults and children with special needs, Childs said.

On Sunday, Sept. 17, Weymouth brewery Barrel House Z will toast completion of the project with a limited-edition beer called Fore River Bridge Porter. Childs said all bridge workers and officials involved in the project will be invited to the event.

A boat parade from the Town River in Quincy to the Wessagusset Yacht Club is planned for Wednesday, Sept. 23.

Childs said organizers are also planning an event on the USS Salem to celebrate both completion of the bridge and the heavy cruiser's new home in the Fore River Shipyard.

To register for the Fore River Bridge 5K, visit <http://foreriver-bridge5k.com>. For more information, visit [www.foreriver-bridgecelebration.org](http://www.foreriver-bridgecelebration.org).

Reach Jessica Trufant at [jtrufant@ledger.com](mailto:jtrufant@ledger.com).

**Larry Strumpf** has not been well, since returning from his winter in Florida. We miss you, Larry, and

hope that you will soon feel like coming up to the Club and enjoying some "training"!

Welcome to our newest applicant, **Tom Brewer, Jr.**, from Marshfield. Tom is a photographer and custom painter of models. We look forward to getting to know you, Tom, and hope that you will participate in Club activities as often as possible, so you can get to know us, too!

Member **Ron Clough** lost his brother suddenly, as reported in the last issue. Larry Clough's memorial service will be on Saturday, September 16<sup>th</sup> at 11 a.m. at First Parish Church in Waltham, located at 50 Church Street.

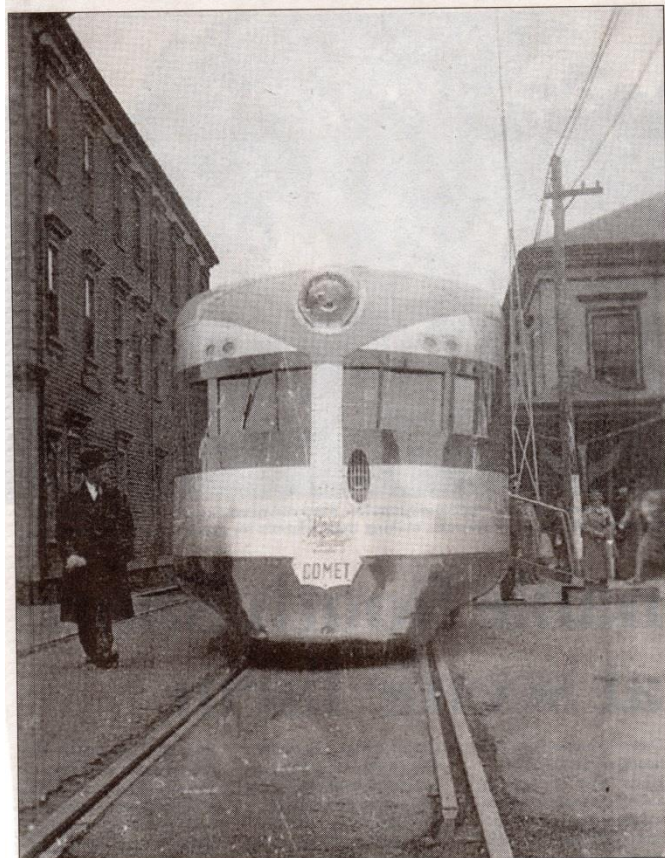
## Birthday Celebrations

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

Jack Foley ..... September 13<sup>th</sup>  
Rick Sutton ..... September 21<sup>st</sup>  
Ralph Weischedel ..... September 27<sup>th</sup>

## RUNNING EXTRA

### HINGHAM'S YESTERDAYS



LOST HINGHAM: This Hingham Square scene is from the 1940s. The Comet was a diesel-electric streamliner built in 1935. It held 160 passengers and ran between Boston and Rhode Island. At the start of WWII and because of increased rail travel larger trains were needed on the main lines. The three car Comet was placed on local commuter service on the Boston to South Shore line. In Hingham Square, The Lincoln Building on the left was torn down in 2014, after heavy snow collapsed the roof. The Railroad Station on the right was torn down in 1949. The train tracks are now 20 feet below Hingham Square. The locomotive was scrapped in 1951. However there is a model at the South shore Model Rail Road Club Museum in Bare Cove Park. The photo is from the Hingham historical society and the text is by Geri Duff.

# Edaville's not just a railroad

B. Glade  
5-28-17

PAUL E. KANDARIAN | GLOBE CORRESPONDENT

If you haven't visited Edaville Railroad in Carver for a few years, you might not recognize the place.

An institution in Southeastern Massachusetts since it opened in 1947 and now owned by Jon Delli Priscoli, Edaville still has the railroad component but has evolved into a full family theme park with 90 rides and attractions, including Thomas Land, which opened two years ago and is based on the popular "Thomas & Friends" children's television series.

We talked to Edaville's operations manager, Cherie Daly, for this story.

**Q.** What's the challenge of running a theme park?

**A.** Flexibility. You may be ready for a busy weekend, but then the weather goes bad and you have to redo your plans on the fly, so weather is a big challenge. But the staff's great, they're very adaptable to changes, and they make every day a blast to come to work.

**Q.** Are there many employees who return every season?

**A.** Yes, we employ around 300 at peak times, and many of them have been working here for 10, 15, or more years. There's a big sense of family at Edaville.

**Q.** What are some of the newest attractions?

**A.** We opened Dino Land in 2014, a walk-through attrac-

tion with 23 life-size animatronic dinosaurs, and in 2015 we opened Thomas Land, with 11 themed rides with favorite characters like Cranky the Crane and Harold the Helicopter. We also added a roller coaster, the Spinning Lady Bug, in 2015.

**Q.** Edaville's also made adaptations in the park for children with autism; why was that important?

**A.** As a mother of a boy with autism, I know what parents are looking for. April is Autism Awareness Month, and we wanted to not just raise awareness but cater to the needs of autistic children, such as offering a quiet room: this amazing little train car that's been refurbished and available to people if their kids are having a hard time and feel overwhelmed. We have fidget toys for use while waiting in line, and have bathrooms designed for those with sensory issues that eliminate noises that could startle them and put them into a tailspin. This is the second year we've done this, and the feedback from families of autistic children has been great. Amusement parks are really starting to look at this, and we're one of the first to do it.

Paul E. Kandarian can be reached at [pkandarian@aol.com](mailto:pkandarian@aol.com).



## OPERATION REVIEW

By Paul Cutler III

It's almost September. Sounds like a good time to review the operations session we had back in May, doesn't it? Yes, yes, I think it is (shush...I can hear your grumbling from here). Don't worry; someday I'll get all caught up. For now, it's May! ☺

### Operations Review – Monday, May 22<sup>nd</sup>

Up in the tower, **Will Baker** was holding down the Boston Division while **yours truly** was on the Mountain Div.

Starting with birthday boy **Doug Buchanan**, he struggled all night with HX-2, the steel mill local freight. **Doug** said he had no problems and *technically* he was right; the problem was with certain sound-locos in the steel mill (*two of which were his*). Seems we can't have more than three capacitor-equipped locos in the mill or the breaker won't reset when tripped (*and the breaker has been replaced three times*). It meant that every time it shorted, someone had to go under the layout, disconnect and then reconnect the circuit breaker for it to reset. In between all that, he had some scenery over the rails by the new rolling mill that had to be chipped off. **Doug** managed to get the mill switched out, but didn't get back onto the mainline to finish the job.

Six-train engineer **Bob Farrenkopf** had a good night, even though some of his trains were running late. That was due to him getting the orders late due to congestion on the mainlines.

Returnee **Paul Azevedo** engineered six trains himself, all of which were late. "But better late than never," said **Paul**. When asked if he had trouble, he said "Those damnable Moxie tanks cars uncoupled four times!" The Moxie CEO replied that the contents of the tanks had leaked onto the couplers and caused them to dissolve. The couplers have been fixed and the cars are back on the railroad.

**Barry** "Mr. Moxie" **Doland** ran one train before schmoozing a club guest for the White Elephant Table. He ran local #734 (two NYC RDC's) which derailed leaving Middleton due to low gladhands over a magnet (since fixed). **Barry's** radio was acting up as he could hear but not transmit.

Becoming an old hand at operations now is **Peter Palica** who ran two trains. The first had some trouble leaving Middleton because each loco truck and the first coach were derailed. (*Must have been an earthquake?*) **Peter's** second train ran "Like a Swiss watch," according to him.

**Larry Stumpf** ran five trains, and most of them were right on-time. Only one, a freight train, was later than 5 minutes or so. The three passenger trains he ran were on the advertised.

**Al Munn** ran three trains. The first, #101, had a SPAD, which is a Signal Passed At Danger. In other words, he ran the red light at West Middleton and hit E-6 thrown against him. "Oops!" **Al**. Next, when pulling into Cedar Hill station, he was bragging about being one minute early...then the engines uncoupled just before he could get clear of the switch. On his third and last train, **Al** had a couple derailments at E-6 and couldn't meet the scheduled time.

Running six trains, **Dave Clinton** had a good day except for the coal train he ran. The first two hoppers just wouldn't stay on the tracks and they had to be Bad Ordered. After that, he stopped to gab with the Middleton Yardmaster in the face of a green signal.

HX-4 Cedar Hill's crew of **Al Taylor** worked around the busted point of switch #305 in the B-yard. He got just about all the pick-ups done, which is about average for that job.

Down in Larson, HX-1 was captained by **Bill Roach** with the XO being played by **Bryan Miller**. They used two locos, which is the wise way to run that train. It worked well because they got back to Cedar Hill at 17:33...almost half an hour early.

Middleton was in the hands of **Jack Foley**, yardmaster. Assisting him was **Paul Agnew**, who was also running MX-3. Both of them suffered a few derailments in the yard, but the EPA was not called. All the MX-3 pickups were done and **Paul** started on the set outs when the ending bell sounded. **Jack** really only had one boobo, but it was entertaining. He asked for permission to allow **Larry's** MH-3 to leave Middleton. I said okay, but **Bob Farrenkopf** was heading up the Mountain Div. from West Middleton at the time. **Jack** managed to throw E-2 right under **Bob's** 3-car train. "Oops!" **Jack**. ☺

**Savery Moore** was holding down all of Cedar Hill, a "Busy place." Most things went well except for his radio troubles to begin with (VOX problems). That set things back at first. He got two passenger trains turned around for Thursday despite also running the freight side, too. The only layout trouble **Savery** had was with the turntable. The contacts can get a little dusty when not used for a while, so a quick puff of air across the contact wipers did the trick.

On a somber note, this was **Paul Pando's** last Operations Session as Trainmaster and it started with radio troubles. Why should he have been any different from anyone

else that night? Once **Paul** got the right pressure on the right place of the radio button, things went well after that with all train orders handed out.

Up in the tower, **Will Baker** said, “Man, it is hectic tonight.” Trains were late with radio troubles galore, but things were hustling along at a busy pace. We just didn’t have much time to dilly dally.

For myself, I had to leave the tower at least four times to fix radios, shorts, and to solve why trains weren’t moving on demand. Apparently, there’s a secret switch under my seat that, according to **Will**, makes all three radios go off at the same time (Mountain, Boston, and Trainmaster channels). Poor **Will** was trying to have a 3-way conversation every time I was down on the layout floor. ☺☺☺

## Operations Review – Thursday, May 25<sup>th</sup>

Now for something completely different: **Jack Foley** running both sides of Cedar Hill. *Wha...?* Yep, it’s true. He said he had a lot of fun with minimal problems. He even switched out the coach yard. **Jack** warned **Fred** and **Savery** to “watch out” because he just loves working Cedar Hill. Middleton is fun, too, he said, but Cedar Hill is a “blast”.

Speaking of Middleton, holding down the west end of the yard and MX-3 was **Paul Agnew**. It was a little more crowded with MX-4 running, too, but he managed to finish up. In fact, he finished up so early that he jumped out of the pit and ran train ML-3 and then LM-2, since we were a little short on engineers at the time. Yes, **Paul** managed to do three different jobs in one night.

Continuing on with Middleton was **Jay Pease** at the East end of the yard with MX-4, which he finished. As Yardmaster, he reports all trains in and out in a timely fashion. **Jay** noted that switch Blue 9 derails all cars when thrown (since fixed), that the yard map is wrong (since fixed), and that it would be handy to have a switch control for the REA building inside the pit. The Middleton boys did have one more problem: recently arrived HM-4 suddenly and without anyone at the controls, starting moving. The yard crew was quickly able to climb on board, move the throttle to idle, and center the reverser. Yes, they stopped “Unstoppable” from happening.

**Will Baker** ran 5 trains but he was spent. I guess it was from running around so much; 4 of his trains were actually early. One, #58, was 19 minutes early...and if you know that train, its schedule is not padded at all. Of course, it’s easy to be early when you don’t stop at Middleton for 5 minutes like you’re supposed to. “Oops!” **Will**.

Running seven trains this time was **Dave Clinton**. His only trouble was that three B&M engines were not MU’d on HB-2 when he went to leave Cedar Hill, and that a lone RDC got to Ruggles station and just kept right on going (he had to re-acquire the loco). New applicant **Ed Bulman** was **Dave’s** fireman for all seven trains, and got some throttle time to learn the layout (and the system).

**Bob Farrenkopf** ran six trains, and almost hit **Dave & Ed’s** last commuter run at Ruggles head on with SB-6, the empty hopper train. Seems we missed switch E-6 way back in West Middleton, meaning **Bob** was on the left hand mainline all the way. Fortunately **Dave** was paying attention and had **Bob** switch over before disaster struck. **Bob** got clear of **Dave**, than somehow switched back over to the left hand main. I, the very confused dispatcher by this point, threw E-21 to get **Bob** into Boston, but because he was back on the left main, it led to a multi-car derailment because E-21 was now against him. *Sigh*.

**Paul Cutler, Jr.** got seven trains over the pike even with the extra stops in Middleton. On two occasions, he found the yard entrance switches thrown for him. Too bad he was running through trains that weren’t supposed to go to Middleton. The reason? The JMRI CTC program wasn’t throwing the switches all the time. On my screen, the switches showed clear, yet they switches didn’t actually move. What is strange is that this happened several times during this ops session, even tho’ it had worked perfectly three days before.

**Peter Palica** was the engineer for a couple trains, both long distance passenger trains. The trouble with #34 is that he apparently didn’t have the block switch on in Boston, which meant “stops and starts” every time a car bridged the block cut. It also meant he wasn’t able to clear space for \$100 to follow him into Track 3. With his second train, #43 was delayed getting into Cedar Hill due to the yardmaster’s, ahem, 10-100 radio call.

Hudson Falls got switched by **Eric Tedeschi**, and for the first time we used car cards in there. Also for the first time, **Eric** used car cards...period. It was not a gentle transition, apparently. Car cards are somewhat clumsy compared to a switch list. However, they offer the maximum flexibility that a club like ours needs. **Eric** said he’d get used to it eventually. It couldn’t be too bad because he finished 40 real minutes early.

**Al Taylor** finished up HX-4 in Cedar Hill yard, getting all set outs completed. He did have to chase down a few cars that had been misplaced, however. I’ll explain below...

In Larson, **Bryan Miller** took out HX-3 out of Cedar Hill. I handed him the car card box and told him to take out track 4 in Cedar Hill “A” Yard, HX-3’s assigned track. When **Bryan** got to Larson, he started going through the train and noticed that the car cards didn’t match the cars. *Hmm...* Well, what happened is that various cars in Cedar Hill were moved around between Monday’s Operation and Thursday night despite the “Do Not Move” signs posted. While it didn’t really affect HX-4, it really screwed up HX-3. I told **Bryan** to take his train back to Cedar Hill as is, and that if he wanted to run it he’d have to chase down the missing cars. **Bryan** decided to simply do the picks ups and call it a night (not that I blame him). Folks, it’s really important to not move cars around during the week of Operations. We spend many hours

setting things up for a couple hours of fun, and a simple switching move can ruin it for several people. Thanks.

**Paul Pando** handed out all Train Orders and one Extra train. He also used a different method for using the radios involving an in-line push button on his headset which seemed to work much better.

As dispatcher, I think things went really well. There are a lot of “OT”s on my time sheet, which is good news. We even had a great meet up at Larson with two speeding passenger trains that didn’t even have to slow down. *Woohoo!* Radio comms were good, we had just enough engineers, and all the local freights got run (if not finished). Overall, it was a very successful session and we all had some fun, which is what it’s all about, people.

To Trainmaster **Paul Pando**, I dedicate this issue of **THE OPERATOR**. Rest in peace, **Paul**.



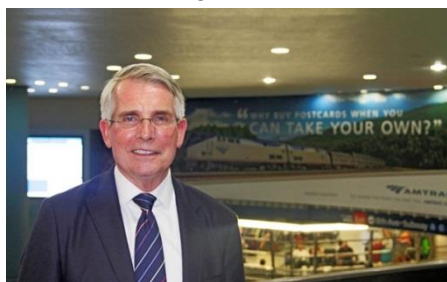
**Paul Cutler III** 



## Moorman optimistic about future of passenger rail

By R G Edmonson | July 14, 2017

Despite infrastructure and funding woes, Amtrak President and CEO Wick Moorman presented an upbeat picture of rail passenger service to a luncheon audience at National Press Club in Washington. Moorman discussed a range of issues ranging from the “Summer of Hell” track repairs at New York Penn Station to the importance of keeping long-distance train service, despite a Trump administration budget proposal that would eliminate funding for them



Even though Amtrak depends on government support, Moorman said that was no excuse for not operating “like a great company” at the July 12 event. “It’s not a question of the ability to run a good organization, it’s really a question of the fact that rail passenger transportation in general is not necessarily a particularly good business model,” Moorman said. “Amtrak was chartered as a for-profit corporation. The people who created the idea always knew it wasn’t a good business model, but was sold at the time to the president and the Congress as a concept, ‘Create this, and will become profitable.’”

Moorman said that in the past 10 months he has focused on four broad goals for Amtrak: organization, creating a strong safety culture, operational excellence, and focus on the customer. “The customer experience is ticketing, the station, our employee interactions, and our equipment,” he said. Amtrak’ aging rolling stock was beginning to look “stale,” but the company is taking steps to improve it. “It’s old, but that doesn’t mean it can’t be good,” he said.

In the 1990s and 2000s, Amtrak lost sight of the customer, Moorman said. “We were under enormous economic pressure because we went through a series of administrations that wanted to cut all the money.” A small example: someone once decided, “We won’t shampoo the carpets as often.” That saved Amtrak \$1 million, but passengers began to notice dirty carpets. “That’s not the experience we want to create for our customers,” he said. Moorman described Amtrak as a government contractor. While other contractors can present the government bill that factors in their costs, plus a profit to benefit shareholders, “We rely on what are in effect user fees – passenger fares. And because the marketplace doesn’t sustain the passenger fares we need to make that profit, we ask the government to make up the difference.”

Amtrak has many problems, but Moorman said the one that concerns him the most is the infrastructure in the Northeast Corridor. He said the NEC has eight major bridges, and only one is less than 100 years old. The B&P Tunnel in Baltimore is, at 127 years old, “a little past its sell-by date.” He called the Gateway Program a microcosm of the infrastructure issues. The program will build additional capacity and rehabilitate existing infrastructure between New York and New Jersey, including Penn Station. “You look at Penn Station today,

for eight hours a day, it is doing things it was never, ever designed to do.”

The Trump administration's proposed budget threatens the Gateway Program, but Moorman noted a draft bill that began its way through the House Appropriations Committee this week would provide “substantial money for Gateway. It's a long way to go, but it's an indication that people have started to realize how important it is.

“The better we run Amtrak, the better we deliver on projects, the more people understand how good our company is, the easier every funding conversation is,” he said. He's also confident that the idea of rail passenger service nationwide is beginning to take hold. “For 46 years, a lot of people [at Amtrak] were there trying to keep the flame alive, understanding that someday the world would come to the point where people started to say, 'We really need to have passenger rail as an option. I think that day has come,’” Moorman said. “We're going to see more and more corridors where people want to travel from an urban environment to an urban environment, where the problems with other infrastructure, particularly the highway system, make that a painful experience,” Moorman said. “That's a sweet spot for us.”



### **Boston & Maine Steam Locomotive #3713**

Pacific-type steam loco #3713 was one of the last classes of passenger steam locomotives to be purchased by the B&M. It was manufactured by the Lima Locomotive Works of Lima, Ohio in 1934.

It hauled passenger trains between Boston and Bangor, White River Jct. and Troy, NY. Also, between Worcester and Portland and between Springfield and White River Jct. During WWII and the Korean War, it pulled 15-20 car troop trains almost every night. In happier times, the passengers were young campers, off to the northern woods.

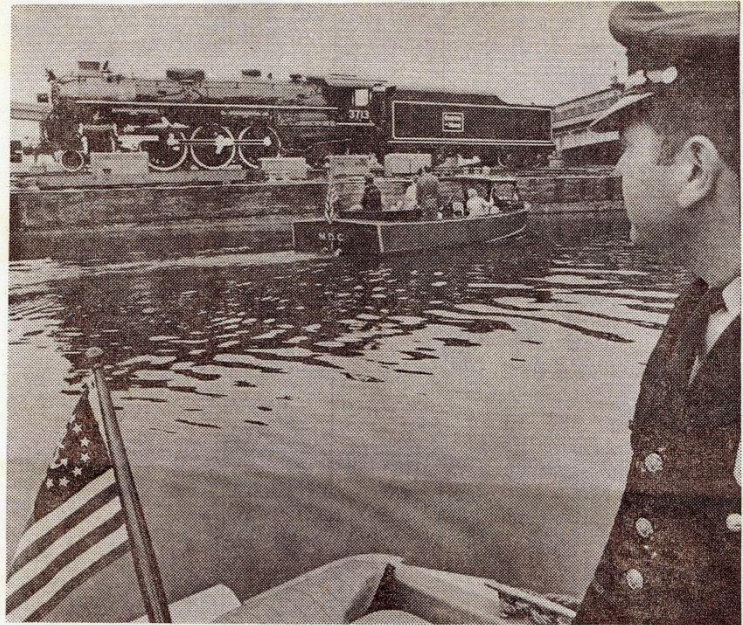
Towards the end of its working life, it was operated as a snow melter in the yards of North Station and as a stationary steam power plant. It also pulled some commuter trains. Ironically, one of its last assignments was replacing a diesel to haul a train through flood waters, where diesels could not operate because of their low-slung traction motors.

The loco was retired March 11, 1958, and was acquired by F. Nelson Blount, who exhibited at his Pleasure Island in Wakefield, MA, and at Steamtown U.S.A. in Bellows Falls, VT, until the Museum of Science acquired it on-loan from

Steamtown. The B&M brought the loco down to the Billerica Shops, where it was cosmetically-restored to the design and colors it had when originally delivered. A total of 84 gallons of paint was used! Then the B&M transported 3713 to Hoosac Pier #3 by rail, then it was carried by barge through the Charles River Basin locks by the Perini Corporation to the Museum, where it remained until the mid-80s, when it was moved down to the new Steamtown location in Scranton, PA. It continues to undergo complete restoration there in the old DL&W shops.



Patriot Ledger October 18, 1969



OLD 3713—MDC Charles River division patrolman Joseph Kasparian of Quincy watches the 207-ton locomotive 3713 being barged down river to the Museum of Science where it will soon go on exhibit. The engine, the largest steam engine ever operated by the Boston and Maine, was retired in 1958, and exhibited at Pleasure Island, Wakefield, and Steamtown, USA, in Bellows Falls, Vt. The B&M removed the 70-mile per hour engine from Steamtown, refurbished it and sent it by rail to Hoosac Pier No. 3 in Boston, from where it was taken by barge yesterday.

(Patriot Ledger staff photo by Everett A. Tatreau.)

Your Name \_\_\_\_\_

## MATCH THE SLOGAN TO ITS RAILROAD

### TRAIN

The Royal Blue Line \_\_\_\_\_  
Main Street of the Northwest \_\_\_\_\_  
Old Reliable \_\_\_\_\_  
The Katy \_\_\_\_\_  
Route of the 400s \_\_\_\_\_  
Mainline of Mid-America \_\_\_\_\_  
The Road of Anthracite \_\_\_\_\_  
Route of the Rockets \_\_\_\_\_  
Nickel Plate Road \_\_\_\_\_  
Minuteman Service \_\_\_\_\_  
Rides like a Feather \_\_\_\_\_  
Cotton Belt \_\_\_\_\_  
The Overland Route \_\_\_\_\_  
The Grand Canyon Line \_\_\_\_\_  
Everywhere West \_\_\_\_\_  
The Hoosier Line \_\_\_\_\_  
Follow the Flag \_\_\_\_\_  
The Berkshire Route \_\_\_\_\_  
The Flagler System \_\_\_\_\_  
Scenic Line of the World \_\_\_\_\_  
Standard Railroad of the World \_\_\_\_\_  
Susie-Q \_\_\_\_\_  
The Pine Tree Route \_\_\_\_\_  
The Water-Level Route \_\_\_\_\_  
You'll Sleep Like a Kitten \_\_\_\_\_  
Serving Northern Maine \_\_\_\_\_  
Frisco \_\_\_\_\_  
The Sunset Route \_\_\_\_\_

### RAILROAD

1. Illinois Central
2. St. Louis Southwestern
3. Maine Central
4. Florida East Coast
5. Pennsylvania
6. St. Louis-San Francisco
7. Northern Pacific
8. Wabash
9. Chicago, Burlington & Quincy
10. Southern Pacific
11. Chesapeake & Ohio
12. Denver & Rio Grande Western
13. Georgia Railroad
14. New York Central
15. New York, Susquehanna & Western
16. Chicago Northwestern
17. Chicago, Rock Island & Pacific
18. Bangor & Aroostook
19. Boston & Maine
20. Union Pacific
21. Delaware, Lackawanna & Western
22. Chicago, Indianapolis & Louisville
23. Housatonic
24. Missouri, Kansas, Texas
25. New York, Chicago & St. Louis
26. Baltimore & Ohio
27. Atchison, Topeka & Santa Fe
28. Western Pacific