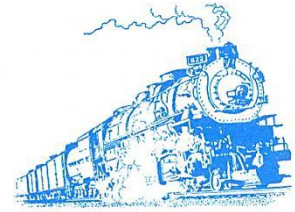


The Semaphore

South Shore Model Railway Club

NEWSLETTER

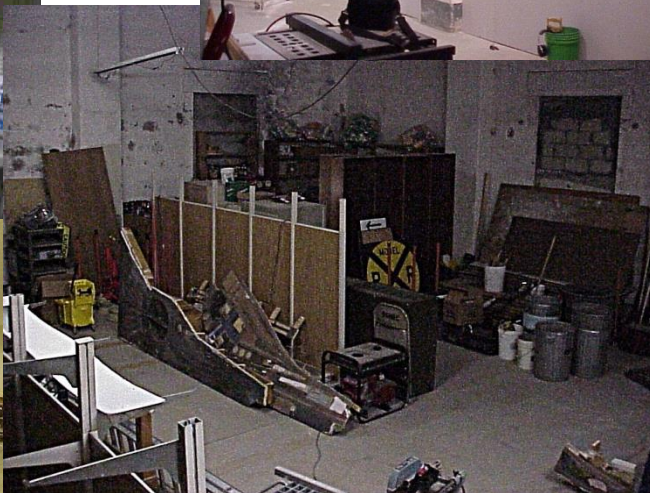
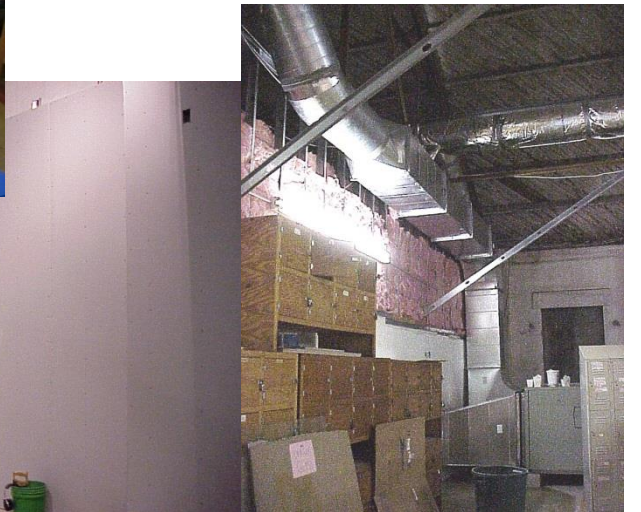
Home of the "East Coast Lines" since 1938



SEPTEMBER 25, 2017 ■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■ NUMBER 9



CLUB IN TRANSITION-4



The Semaphore

David N. Clinton, Editor-in-Chief



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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 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 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 ('19)
	Rick Sutton ('19)

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ON THE COVER: (Clockwise from top left)
 Mechanical Committee room; Model Shop clinic;
 Woodshop; back of temp. wall with HVAC unit on
 right; installing ceiling/lights; sheetrocking columns;
 behind temp. wall before HVAC installed; installing
 insulation; mechanical room; sheet metal ductwork
 before ceiling. (photographers unknown)

FORM 19 ORDERS

SEPTEMBER B.O.D. MEETING

Monday, September 25th 8 p.m.

OCTOBER BUSINESS MEETING

Monday, October 2nd 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, October 12th 8 p.m.

NEWSLETTER DEADLINE

Saturday, October 21st

FALL SHOW AND OPEN HOUSE

SATURDAY, OCTOBER 28th 9-4

SUNDAY, OCTOBER 29th 10-4

OCTOBER B.O.D. MEETING

Monday, October 30th 8 p.m.

CONTESTS

Congratulations to **Roger St. Peter** on winning this month's 50/50 Raffle!

For NOVEMBER: "Match the slogan to the railroad", a fun puzzle from Savery, was included in last month's newsletter. Extra copies are on the old wood display case in the train room. Good luck!

CHIEF'S CORNER

Fred Lockhart

Next week is October and that is the month of our Fall Open House and Show, so next week is not too early to be thinking about getting ready, starting with clean up. I know most of you and your families must tidy up the house when company is coming; the Club building is no different. It is our house and the sooner we start the easier it is. Looking around the railroad, I am sure we can find tools and materials that have been left behind; coffee cups, tonic bottles, equipment that should have been bad ordered and so on. We should not forget below the



railroad, either, as "stuff" just seems to accumulate under there and get forgotten. So the show is a good reason to go thru the "stuff" and find a proper home for it or throw in the "stuff" can. I have visited layouts where there is nothing under the bench work and others where stuff is piled up, and to me the one with the neat clean appearance is a better presentation. There is also the foyer and the train room itself. It has been at least six months since the painting was done so we must have some cobwebs that need to be vacuumed away, let's not leave all the cleaning to the few members that always do it. The railroad needs cleaning also: track and turnouts need to be cleaned the week before the show with special attention to the frogs and points as dirt and particles from the track cleaning blocks collect in those areas and will cause problems if not cleaned properly. Dust on roofs and water scene needs cleaning. As always, I would like to see all this done a week before the show. With the work done, members can put out their equipment. Special note: if you are putting out equipment you have not used in a long time, or it is brand new, PLEASE check the coupler heights and movement and wheel gauge, then test it on both divisions to see that it operates properly to avoid problems during the show. Your fellow operators will appreciate that you did.

Now I am cutting in on the Show Committee, but don't forget flyers--look for places to leave some. Most towns have a Senior Center--that's our generation, so there could be some interest; libraries are good, also. The guys that do the parking lots can use help, too. If the street you live on has traffic, how about a couple of yard signs on the front lawn?? The more effort put into the show, the greater the rewards, so let's all of us try to do a little extra and see if we can get a larger turnout and some extra revenue.

That's it for this month.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

SEPTEMBER 2012 (5 years ago)

- ✱ Work continues on freight side of Cedar Hill Yard.
- ✱ MA acquires Pan Am Railways ROW between Springfield and MA border, in order to facilitate passenger rail development in "Knowledge Corridor".
- ✱ MBTA initiated pilot program to allow passengers to purchase and display their tickets on smart phones.
- ✱ Genesee & Wyoming in process of getting approval from the STB to acquire RailAmerica.
- ✱ Hyundai Rotem falls two years behind in schedule delivery of \$190 million worth of double-deckers for MBTA,
- ✱ MBTA prepares to acquire 90 miles of track from CSX, including 45 from Boston to Worcester, 37 from Taunton to Fall River & New Bedford and 8 through Cambridge, Charleston and Chelsea.
- ✱ Amtrak opens new bridge over the Niantic River.
- ✱ Amtrak reduces number of "free" bags per passenger from three to two.
- ✱ Two large companies submitting proposals for operation of MBTA Commuter Rail lines: Massachusetts Bay Commuter Rail Company and Keolis Commuter Services.
- ✱ NTSB notes dangerous design flaws in common DOT-111 tank cars and asks for higher standards to be applied to the cars; cost is estimated at \$1 billion.
- ✱ Rick Pearson joins the SSMRC.

SEPTEMBER 2007 (10 years ago)

- ✱ Canadian Pacific buys Dakota, Minnesota & Eastern.
- ✱ MBTA plans to purchase two hybrid locomotives.
- ✱ Greenbush Commuter Rail service set to begin in October, 10 years after the Plymouth/Kingston and Middleboro/Lakeville lines of the Old Colony opened.
- ✱ Representatives from the AAR and Cambridge Systematics provide report that details need for \$130 billion investment over the next 30 years in America's freight railroad infrastructure.

SEPTEMBER 2002 (15 years ago)

- ✱ Newport Dinner Train gets ex-G&U GE 44-tonner.
- ✱ NYS&W takes delivery of 6 ex-Southern Pacific SD40T-2 "Tunnel Motors".
- ✱ Model Power acquires all of former Mantua Metal Products' HO tooling.
- ✱ Athearn enters N-scale market with F59 locomotive.
- ✱ Hyannis Transportation Center dedicated, without rail connection.
- ✱ Amtrak rolls out "Phase 6" paint on Amfleet cars.
- ✱ New Mansfield Station goes out to bid.

- ✱ State Environmental officials approve MBTA plan to extend Stoughton Commuter Rail line to Fall River and New Bedford.
- ✱ 1st test run of rebuilt "Turbo Train" from Super Steel Schenectady.
- ✱ Bombardier mothballs Barre, VT plant and moves work to newer Plattsburgh, NY plant.
- ✱ Holland America Cruise Line orders four 89-foot dome cars from Colorado Railcar for use on Alaska tourist train
- ✱ BC Rail announces elimination of all passenger services.
- ✱ Bankrupt Bangor & Aroostook system to be sold at auction in Portland.
- ✱ Restored trolley line begins operation in Scranton, PA using mile-long Laurel Line Tunnel.
- ✱ Bill Garvey and his sons install A/C in "members' area" of the Club

SEPTEMBER 1997 (20 Years Ago)

- ✱ "New" Old Colony Commuter Rail begins service from Boston to Middleboro and Kingston/Plymouth.
- ✱ BNSF donates "Executive" F-units to Illinois Railway Museum.
- ✱ Work starts on enlarging Hoosac Tunnel in Florida, MA to accept double-stacks.
- ✱ Canadian Pacific unveils new corporate logo, which includes "Golden Beaver".
- ✱ Alaska RR purchases eight AD70MACs, only the second RR to order this model (after BNSF).
- ✱ Delaware North Corp. begins demolition of North Station.
- ✱ Operations "phase out" begins at SSMRC, with last Operations scheduled for 8/98 (actual was 7/98).

SEPTEMBER 1992 (25 Years Ago)

- ✱ Metro North Commuter Rail Road rebuilds its ex-New Haven FL9 locomotives.
- ✱ New Hampshire's state transportation commissioner is lone voice against restoration of Boston-Portland Amtrak service.
- ✱ EMD introduces SD70 locomotive; NS orders six.
- ✱ Conway Scenic RR adds their first dining car, "The Chocurua", an ex-Lackawanna "MU" car.
- ✱ Amtrak begins carrying vans in converted tri-level autorack cars on the *Auto Train*.

SEPTEMBER 1987 (30 Years Ago)

- ✱ Summer rail ridership "booming" on Cape Cod, with Cape Cod & Hyannis seeing a 90% increase and a 50% increase on Amtrak's *Cape Codder* weekend service.
- ✱ Commuter Rail service along "Southwest Corridor" resumes, after being shut down in 1979. "Midland Branch" retains "shuttle" service.
- ✱ MBTA orders eight more F40PH-2Cs from EMD, bringing order to 26.
- ✱ CV proposes \$16 million car-rail-truck depot and paper mill in Erving, MA.

SEPTEMBER 1982 (35 Years Ago)

- ✱ Grand Trunk Railway acquires Milwaukee Road.

- ✱ Maine Central announces that David Fink, VP of Guilford Transportation, will become president.
- ✱ J.F. White awarded \$2 million to rehabilitate Plymouth and West Hanover branches for Bay Colony RR freight service.
- ✱ ICC approves merger of UP, Missouri Pacific and WP.
- ✱ Amtrak takes delivery of its final AEM7 "Mighty Mouse" electric locomotive.
- ✱ 4 ex-New Haven FL9s rebuilt by Chrome Crankshaft.
- ✱ New Pinsley railroad, "Pioneer Valley", begins operation out of Westfield, MA to Holyoke.

ENGINE TUNE-UP CLINIC

Will Baker joined us with his new MBTA RDC-1 from Rapido. He had purchased at a super discount from Dan but it was DC only. Rapido sells their special DCC sound decoders for their products, so he set off to do this fairly simple "plug-in" project. Removing the very tight shell is the hardest part of the project! You're so afraid of breaking something, so using toothpicks and small flat-head screwdrivers around the sides works with some effort. The Rapido 21-pin sound decoder plugs right into the motor board, after the "dummy" plug is removed. Just be careful when installing the decoder over the 21 pins, which are sticking up. They're gold-plated for perfect contact, but you don't want to bend any because they very seldom bend back without snapping off. The speaker assembly is separate but fairly easy to install. "Tin" the two contacts on the speaker and the two wires you have chosen to use from your supply of 22-gauge, or smaller, extra decoder wire. Cut two wires about 3" long. Solder one wire to each of the tinned contacts on the speaker. Slide a piece of heat-shrink over one of the contacts, as you don't want any possibility of the two of them touching. Use double-sided tape to attach the speaker enclosure to the top of the light board and solder the other end of the two wires to the two "empty" contacts right in the middle of the light board. A touch of the soldering iron with some solder onto the contacts, and tinning the end of the wires helps attach them, without excess heat. You don't want to damage the light board. A 25-30 watt soldering iron or battery-powered soldering pencil is the best. This

is true any time you work with circuit boards in our hobby. Of course testing before putting the shell back on is very important...and after you put the shell on, too! The "Chris Barlow Syndrome" haunts the clinic from time-to-time: model works without the shell but doesn't with the shell. Will didn't have any problems...he just "woke up" his silent RDC!

Barry Doland brought his old Athearn "Blue Box" GP7 decorated in the handsome green and black scheme for a decoder replacement. The first decoder, a DH120 was defective, so the new DH123 was a simple plug-in. The loco runs very poorly, though, and is a "wide-body", which was Athearn's way of fitting in their too large motor for the proper width of the hood. Not noticeable in the 1970s, but with today's accurate body widths it is quite noticeable.

Savery Moore brought his UP Caboose from Athearn, along with new all-wheel pickup trucks, also new from Athearn. He installed nice marker lights, which worked great with the new trucks, after a minor adjustment of the "wipers" on the axles.

Paul Agnew had cracked gear problems with his NYC FB-2 by P2K. He didn't have enough replacements for all axles, but was able to determine which axles had the bad gears and replaced them only. The recommendation is to replace all at the same time, if you have enough. You know that the ones you don't replace will go bad eventually!

Ye Ed brought a VIA F40PH-2D rebuild to install a sound decoder. After making sure the unit worked on DC, the couplers and shell were removed. Thankfully, there are no connecting wires; all of the lighting LEDs are in the chassis, with light tubes in the shell, bringing the light up from the chassis LEDs—a great idea started by Bowser, I believe. Rapido offers the DCC/Sound decoders separately and they are a 21-pin replacement for the "dummy plug". As with Will's RDC, it is imperative that you be careful with the gold-plated pins. Gold is used, as it has the best electrical contact and will not tarnish. After plugging the decoder in carefully, the four speaker wires (there are two speakers in this loco) are soldered to the appropriate pads on the board. The pads are marked "Sp1+", "Sp1-", etc. The red wires from the speakers go to the "+"

contacts and the black wires go to the “-“ contacts. The speakers clip into brackets already on the loco and away you go! Rapido is a “class act” and, yes, I’m extremely biased towards this Canadian importer!

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, October 12, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!

POTPOURRI

THE FIRST AMTRAK MIDWEST CHARGER locomotives were unveiled Monday in Chicago, and have started revenue operations in in Illinois and Wisconsin. The Siemens SC-44 locos, purchased by a group of five state transportation agencies and maintained by Amtrak, carry the new Amtrak Midwest logo to promote the five-state network of connecting trains. Siemens is building the Buy America-compliant SC-44 at its facility in Sacramento, to be deployed on state and Amtrak



services in Wisconsin, Michigan, Missouri, California and Washington. The Midwest states will receive and own 33 of the 4,400-horsepower locomotives, which were purchased through \$216.5 million in federal funding and are being assembled by Siemens in Sacramento. The

Charger is powered by a U.S.-made Cummins 4,400-hp QSK95 diesel engine, with a rated top speed of 125 mph. Siemens touts the Charger as the first higher-speed passenger locomotives to meet Tier IV emissions standards. Delivery of all 33 locomotives is expected to be completed by the end of 2017. They will operate out of Chicago on Lincoln Service, Illini/Saluki and Illinois Zephyr/Carl Sandburg to and from Downstate Illinois; Hiawatha Service in Illinois and Wisconsin; Wolverine Service/Blue Water/Pere Marquette to and from Michigan, and Missouri River Runner between Kansas City and St. Louis. "Our individual Amtrak Midwest routes are made even stronger by being part of a network of connecting trains, stations, and reservation systems, which are a product of our state partners working together under the Amtrak umbrella," said Michael Franke, Amtrak Senior Director - State Contracts. "These locomotives will power the Amtrak Midwest brand, bringing even better service to our customers. We're building these locomotives in California, for the U.S., bringing the latest technologies to life for riders," said Armin Kick, Siemens Mobility Vice President for Locomotives. "These are among the nation's cleanest locomotives and we're proud to have not only worked closely with Amtrak and the state DOTs to bring these to the Midwest, but also our robust chain of suppliers from across the country." (RA)

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A SURGE IN FREIGHT TRAFFIC has prompted BNSF Railway to call back approximately 4,000 of the 5,000 workers who were furloughed across its system last year, Reuters reports. Citing an uptick in coal, grain and intermodal traffic, the railroad will bring back workers to areas that have seen a recent increase in rail traffic. (TN)

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THIS YEAR'S AMTRAK AUTUMN Express excursion is both Saturday and Sunday, October 14th and 15th, and promises to be a trip on a lot of “freight-only” trackage, running from Penn Station in New York and traveling up the west side of the Hudson to Selkirk and back down the east side of the Hudson. Tickets are \$169 for each trip. (AN)

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THE PROVINCE OF NOVA SCOTIA and the Cape Breton and Central Nova Scotia Railway Ltd. have signed a one-year agreement to preserve rail infrastructure between St. Peter's Junction and

Sydney. The company will not apply to abandon a portion of the rail line and the province will reimburse valid expenses up to CA\$60,000 (US\$48,550) a month. Repairs or improvements of the rail line will not be reimbursed, but expenses directly attributed to the line such as salaries, insurance, security and building maintenance will be covered under the agreement. The rail line could play a significant role in a proposed container terminal at Sydney, which is currently undergoing a comprehensive feasibility study. "This agreement preserves the existing rail line, which is a key component of the proposed container terminal in Sydney," said provincial Minister of Business Geoff McLellan. "Government continues to work together with businesses, community and municipal leaders on economic development related to Cape Breton. Strong transportation links are a key component of building a stronger economy."

"We are pleased to work with the government of Nova Scotia to allow economic development initiatives like the proposed container terminal unfold," said Louis Gravel, president of Cape Breton and Central Nova Scotia Railway. "We would like nothing more than to one day see a thriving operating railway between Port Hawkesbury and Sydney." (RA)

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THE WISCASSET, WATERVILLE & Farmington Railway Museum has been given a 48-foot Howe boxed pony truss covered bridge that will be used to cross Trout Brook near the village of Head Tide. The bridge was given to the museum by the National Society for the Preservation of Covered Bridges Inc., and funding for its assembly is available from the Historic American Engineering Record arm of the National Park Service. The Moose Brook Bridge was built in 1918 along the Boston & Maine's branch line between Whitefield and Berlin, N.H. When the line was abandoned in 1993, it became a rail trail. After the bridge was damaged by arson in 2004, the covered bridge group arranged for replacement of all damaged components with new timbers. As part of its annual appeal, the museum is seeking \$50,000 in donations for site preparation, approaches, abutments, and actual erection of the bridge, one of which is covered by park service funding. There is an element of urgency in the appeal, as the park service grant is time-limited. Museum members

hope to move the major components from Gorham, N.H., where they are currently stored, to the museum site in the next month. The WW&F Railway Museum has laid track to within three-quarters of a mile of the bridge's new location, and work continues to extend the line. It will be several years before the track reaches the bridge, and museum officials believe the gift of the bridge will advance its extension goals by two years or more. While the original WW&F Railway had a history of reusing standard gauge railroad bridges, the original bridge at Trout Brook was not one of them. However, this Howe pony truss bridge is in keeping with the museum's goal of recreating the Maine two-footer experience. (TN)

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Amfleet cars: They just keep going and going and going

How many times can Amtrak spruce up its aging yet dependable Amfleet* cars, originally supplied by the long-defunct Budd Company in the 1970s and 1980s, and based on an electric multiple-unit design the Pennsylvania Railroad commissioned in the mid-1960s for New York-Washington, D.C.



service? When funds for capital equipment acquisitions are limited by government largesse (or lack thereof), and billions have already been expended on locomotive replacements and new high-speed trainsets, you give your "old reliables" a once-over and a "refresh," as Amtrak is calling a \$16 million extensive interior overhaul on more than 450 40-plus-year-old Amfleet I cars that protect Northeast and Midwest services. The overhaul program, which is "aimed at introducing a more modern, more comfortable experience for customers," begins this month and will be accomplished in phases over a nine-month period. The overhaul includes new seat cushions, flooring

and carpeting; LED lighting; upgraded wainscoting and bulkheads; new curtains in Business Class cars; and redesigned galleys in Café cars. “Amtrak is committed to offering a premium customer experience, and these modernized interior features are a marked improvement in the overall ambience on board,” said Wick Moorman, Amtrak Co-CEO.

“The upgrades offer customers what they told us they want more of during their travels—a more comfortable, refreshed look and feel. Amfleet I equipment forms the backbone of many of our state corridor services, which have been the fastest growing segment of Amtrak’s business.” Amtrak said its schedules will not change due to the refresh. *Amfleet cars, called “AmCans” and “AmTubes” by some in the railfan community who prefer even older designs, are a fleet of single-level stainless-steel-bodied intercity cars built by the



Budd Company for Amtrak in the late 1970s and early 1980s. Budd based the Amfleet design on its earlier Metroliner electric multiple-unit. An initial order for 57 cars in 1973 to supplement the Metroliners on the Northeast Corridor grew to two orders totaling 642 cars, sufficient to reequip all NEC services and many other routes. The first 492 cars, known as Amfleet I and completed between 1975 and 1977, were designed for short-distance service. A second order of 150 cars, known as Amfleet II and completed between 1980 and 1983, were designed for long-distance service. They were the last intercity passenger cars built by Budd. (RA)

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PAN AM RAILWAYS is partnering with port operator DP World and Canada’s Port Saint John (New Brunswick-Ed.) on direct intermodal rail

service to the U.S. Northeast. “[Pan Am Railways](#) is excited to announce our partnership with DP World and the Port of Saint John to provide direct intermodal service from Saint John to the Boston, Mass., market via the inland container terminal at Ayer, Mass.,” said Michael P. Bostwick, Executive Vice President and Chief Commercial Officer, Pan Am Railways. “We will provide value to importers and exporters via an alternate gateway into the large consumer markets around Boston and central New England that reduces congestion on the highways. As the vessel calls at the port increase, we will be there to grow our service offerings and train capacity to match those needs.” The new service is a key to growth at the Canadian port. “An integral part of DP World’s strategy for Saint John has been to extend its market coverage through competitive intermodal connections in Canada and the U.S.,” said Curtis Doiron, general manager of DP World Saint John, a unit of Dubai’s DP World. “The new Pan Am Railways service will now provide existing and new customers a viable gateway option in Saint John. We share the enthusiasm of our supply chain partners in another milestone for Port Saint John.” (RA)

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THE NEW BOSS of the MBTA had to deal with a troublesome fare machine on his way to his first day of work at MBTA. Newly appointed CEO Luis Manuel Ramirez was trying to hop a Green Line train, but had to first deal with a problematic fare machine at the agency’s Hynes Convention Center. Ramirez, a former General Electric executive, told reporters that the incident helped him to understand firsthand some of the issues customers are experiencing. The business turnaround expert is moving to the Boston area from Dallas and plans to travel regularly on the agency’s Green and Red lines, noting that he is the kind of guy who wants to get to know every site. Ramirez joins the agency with more than 30 years of experience in executive and business leadership. He served in various positions at GE from 2000 to 2012, and most recently branched out to start his own business consultancy in Texas. (TN)

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THE RHÄTISCHE BAHN METER GAUGE network in southeastern Switzerland is already famous around the world for its "Glacier Express" service and UNESCO World Heritage status. Railfans can now add patron of preserved locomotives to the list.

The railroad is now building a new \$375 million, 3.7-mile tunnel between Preda and Spinaz high in



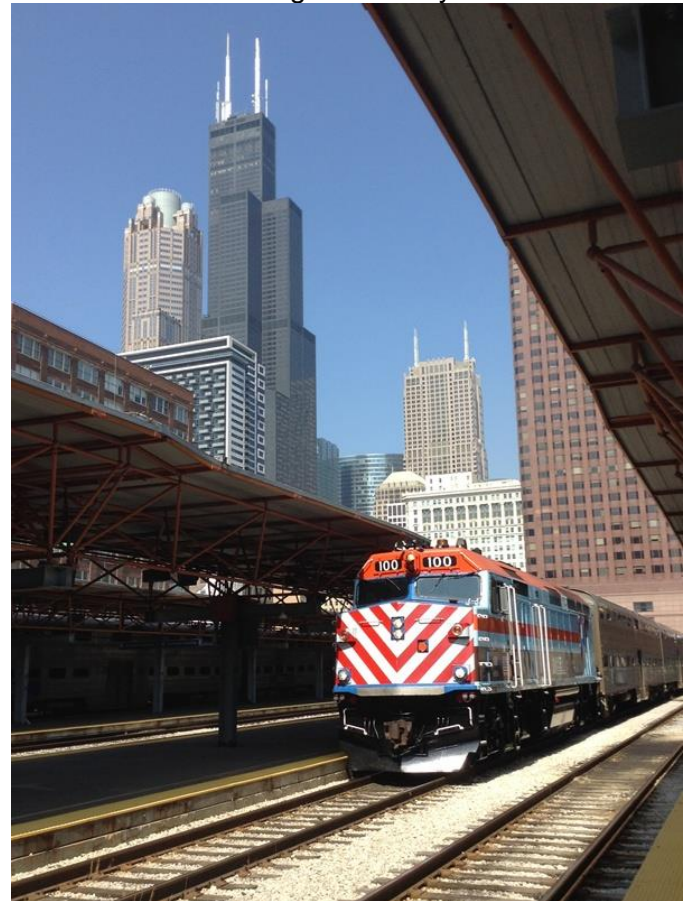
A pair of Rhätische Bahn Ge4/4 I locomotive rests at Preda Aug. 3, 2017, led by veteran No. 603. The existing tunnel is visible at far right; the new construction is hidden by the train.

the mountains on the route between Chur and St. Moritz to replace the original tunnel dating from the line's opening in 1903. To accomplish this, work trains for construction materials and waste rock are operated by old Ge4/4 I series four-axle electric locomotives, some dating from 1947. The motors were brought out of retirement and, in one case, out of a railroad museum to help out on the project. Tunnel construction began in 2015. It is expected to open in late 2021. (TN)

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ONE OF METRA'S OLDEST passenger locomotives is sporting a color scheme to match the one it came with in 1977. About 100 Metra officials, passengers, and railfans gathered at Chicago's LaSalle Street Station on September 14th to celebrate 40 years of continuous service for the EMD F40PH unit by wrapping it in the sea foam blue-orange-black colors of predecessor agency, the Regional Transportation Authority. "I'm not sure anyone could have predicted in 1977 that the locomotives then being delivered would still be in everyday use after four decades," says Bruce Nelson of the Shore Line Interurban Historical Society. "How many people drive a 40-year-old car several hundred miles every day at speeds up to 79 miles per hour?" Metra officials say members of the Shore Line society raised all the money necessary to buy materials and pay for labor to wrap the locomotive. Metra crews completed the job during a few days in early September. EMD built No. 100 for RTA along with 27 other locomotives in the late 1970s to replace older E and F units in commuter

service in the Chicago area. The first group of F40s would go on to serve the entire system of commuter lines that would be joined under the Metra banner in the 1980s. They would also be joined by 90-more F40s of various designations — currently more than any other railroad, Metra officials say. And in keeping with Metra's custom of naming locomotives after significant individuals or nearby villages and cities, railroad officials re-named No. 100 Village of LaGrange, after LaGrange, Ill., historic home to EMD where this locomotive and thousands of others were made in the 20th century. Metra CEO Don Orseno told the crowd about his days as an engineer for Metra and how the locomotive quickly became the backbone for the railroad. "These F40PHs have been in commuter service longer than any other locomotive



type in North America," Orseno says. "Their longevity is both a tribute to the excellence of our maintenance program and a commentary on the need to provide public transportation systems with a level of capital funding that allows us to continually renew our assets." Officials say Metra has rebuilt No. 100 three times in 40 years: 1987,

1996, and 2009. “The stop-start nature of commuter service wears very hard on a locomotive,” says Metra Chairman Norm Carlson. “The fact that Metra’s Mechanical Department has maintained these locomotives to a standard that enables Metra to maintain a 95 percent on-time performance record month after month is impressive to say the least.” F40s, with their lighter axle loads, are exclusively used on former Chicago & North Western lines to accommodate older infrastructure. Officials say that the locomotive will tour the entire Metra system in the coming months. (TN)

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A UNIVERSITY OF CALGARY professor believes self-sealing pellets could be the new way to transport oil, science and tech news site Futurism reports. Ian Gates, a professor at the Calgary University’s school of engineering, was researching ways to increase bitumen, a residue of hydrocarbons left after petroleum distillation, when he accidentally accomplished the opposite. That’s when Gates determined he could package oil in self-sealing pellets for transportation. The pellets would include liquid centers inside membranes. According to the article, Gates’ engineering team could configure the pellets in different sizes and they would each use about the same amount of energy as traditional pipeline transport. But according to Gates’ team, it would be a much safer alternative to shipping oil by rail or pipeline. Thousands of coal hoppers sidelined amid declining coal shipments could reenter service to help transport the oil-filled pellets. “With this, we can put [oil] in a standard railcar. It can go to any port where a railcar goes, which is an immense number of them, to get product out from North America,” says Gates. “It’s a safe product for transport.” Gates expects his invention to be in use by November, but he does not expect the pellets to replace pipelines. Instead, he sees it as an alternative, and safer, method to hauling liquid oil. The university is working with potential industry partners and other customers who could help advance the technology to a field trial. (TN)

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KODAK SAYS IT WILL make good on a promise it made earlier this year to start making 35mm color slide film again, news that is sure to make old-school railfans happy. In January, Kodak Alaris – a UK based company that owns the legendary

filmmaker’s still-film division — announced the return of Ektachrome 100. In recent days, Kodak has posted on social media that it plans on having a “limited supply” of the fine grain film available for market testing in 2018. The film’s return is a joint effort by Kodak Alaris and U.S.-based Eastman Kodak. (TN)

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EIGHTEEN PRIVATE, vintage railroad cars took a very colorful tour this month: over Upstate New York and New England lines during the start of the fall foliage season. The cars are part of the annual American Association of Private Railroad Car Owners special train that departed Albany on September 14th.

Forty years ago, three private railroad car owners planned and completed the first special train from Chicago’s LaSalle Street Station to Seneca, Ill., and back. These specials have run annually since. This year the train is called *The Green Mountain Flyer*. The train travelled to Utica, NY, then on the Adirondack Scenic RR and the Finger Lakes Railway. Then the D&H to Whitehall, NY and the Vermont Rail System to Rutland and Burlington, VT, before returning to Albany/Rensselaer. There was a wide variety of cars on this trip, ranging from domes and lounges to business and sleeper cars with the build years extending from 1911 to the 1950s. The owners are as diverse as the cars; from retired railroaders to business owners, with all sharing a commitment to preserving railroad history. (TN)

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FOR FY2017, ending June 30, 2017, *Downeaster* patronage exceeded FY16 and FY17 ridership goals by 8.8%. All-time ridership records were exceeded in the months of July and September 2016 and January, February, April and June 2017. (We had something to do with that!-Ed.) NNEPRA reports that improved reliability, changes to schedules and increased frequency to Freeport and Brunswick have contributed to the ridership surge, as well as repeat riders. Amtrak Customer Satisfaction scores rate the *Downeaster* among the best in the nation for overall customer satisfaction, cleanliness and friendliness of personnel. (RP)

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YOU’RE THE ENGINE for this ride on the rails, when you take to the rails on a rail-bike at the Rail Explorers trip on the Old Colony & Newport Railroad in Portsmouth, RI. 13,000 riders used the

2- and 4-seat, custom-built pedal-powered vehicles last year along the 6-mile tour route. Info at: www.railexplorers.net. (BG)

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DUNKIN DONUTS hot coffee is now served on Amtrak's Northeast Regional trains. (Amtrak)

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ONE OF THE LARGEST SURVIVING Maine two-foot gauge steam locomotives took one step closer to returning to steam. Volunteers from the Maine Narrow Gauge Railroad Co. and Museum and contractors with Maine Locomotive and Machine Works in Alna re-attached Bridgton & Saco River 2-4-4T No. 7's boiler to its chassis. The locomotive's recently rebuilt boiler was reattached with the help of two large cranes. Workers will now turn their attention to reassembling the locomotive. Among the major components that need to be put back on the locomotive is the cab, the tender tank, air pumps, a new ash pan, and the boiler jacket. B&SR No. 7 was built by Baldwin in 1913 and operated in Maine until the 1940s when it was purchased by cranberry mogul Ellis Atwood who opened the Edaville Railroad in Massachusetts. The locomotive ran at Edaville until the 1990s when it and dozens of other locomotives and cars came home to Maine to form the core of the museum on the Portland waterfront. No. 7 last ran in the early 2000s. (TN)

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RAILROADS USUALLY DEBUT faster trains, better service hours, or more comfortable seating when they are attempting to attract new riders. One railroad in Japan, though, turned to an unconventional method: Hosting a one-day "cat cafe" onboard a train in which travelers shared the coach interiors with about 30 rescued kittens. The unconventional collaboration by the Yoro Railway Co. Ltd., and a local nonprofit called Kitten Cafe Sanctuary, began when they realized that publicity from putting cats on the trains would bring publicity to their two seemingly disparate goals: increasing tourism to the cities of Ogaki and Ikeno and finding life-long homes for adoptable cats. The cat cafe train's run lasted about two-and-a-half hours and was limited to 80 passengers. Tickets included refreshments and lunch. A portion of the ticket proceeds went to Kitten Cafe Sanctuary's rescue efforts. (TN)

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THE CAPITAL DISTRICT Transportation Committee of Albany, NY is considering building a Gondola ride from Downtown Albany, over the Hudson River and ending at the Amtrak station in Rensselaer. They are taking a survey to see the amount of interest in building such a ride at a cost of between \$17 and 20 million. (DG)

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

TRAINS

Writing of "City of New Orleans"

MODEL RAILROADER

Add Shadows to Structures with Paint
Use Natural Soil and Rocks in Scenery
Common Grounds and DCC

RAILROAD MODEL CRAFTSMAN

Temporary Backdrops
Scratchbuilder's Workshop
Surface Treatments (on buildings)

TRAINS' "BIG STEAM IS BACK"

Excellent issue all about today's restorations

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

A CLUB IN TRANSITION-4

Dave Clinton

Since we had set aside the first 25% of the building for the "members' area", we discussed the use of the remaining 7,500 sq. ft. Obviously, the "train room" would take most of the space, but how about shop and storage areas? So, architect Paul Bonanno proposed three rooms along the far end: a storage room, a modeling room (where we could try on the latest fashions from Kohl's) and a woodshop, with all the necessary power tools to build the railroad—donated, by the way.

Donations were a huge part of this gargantuan project. Not only from members but from friends of members, like Walsh Sheetmetal donating all the

material and labor for the HVAC ducting. (Friends of Bill Garvey.)

We had decided that needing the whole train room space would be several years away, so we determined that we would heat and A/C only the first 2/3rds of the train room, by installing a temporary wall at the end of the 2/3rds and placing the 15-ton HVAC unit on the floor in the last 1/3rd portion. The woodshop would be the only operation at that end of the building. Air would go through a door with plastic hanging from it and be conditioned and returned via the installed sheet metal ductwork already installed. That way, we wouldn't have to "pay" to heat the whole building, when it was going to take years before we actually would "need" the back section of the building. We insulated the walls and hung the ceiling and lights for the first 2/3rd portion. We felt that the temporary wall would give us about 5-10 years, before we really needed the back section.

Sounded like a plan but turned out poorly. We were sucking cold air into the back section, making it very uncomfortable, and not really doing a good job heating and air-conditioning the train room portion we were working on. If I remember correctly, the temporary wall lasted a little over two years. We "bit the bullet", framed in the three rooms at the back, took down the wall and had the HVAC unit moved to a pad at the back of the building (we paid for the pad but the crane service was donated). We completed framing and sheet-rocking the walls on the remaining 1/3rd and then paid a professional to hang the ceiling, using his modern laser-beam system, as it was to be "tilted" at the far end, for we had decided to add a second level over the Mechanical Committee room and Model Shop; the second level would contain a "Control Tower" for a dispatcher! All of the lighting had been obtained from old buildings and was donated and Bill Garvey and Doug Buchanan, along with their slaves, installed and wired the many fluorescent units.

The three rooms at the end of the building became real working areas, with the smallest containing some lockers and the work room for the Club's Mechanical Department (RR equipment repair), the

"Model Shop", which seated eight comfortably working on different projects, and a nice wood shop with saws, sanders and a professional vacuum system.

Now we were ready to turn our full attention to building the railroad!

EDITOR'S NOTES

1. **Paper Towels vs. Xlerator.** I'm concerned with the use of paper towels to dry hands, instead of using our automatic Xlerator air dryer. The trash bucket is always full of ½-used paper towels. The electric hand-dryer dries your hands in 8-15 seconds and is 95% more economic than using paper towels. The \$400+ unit was donated, so none of your dues money was used to buy this made in U.S.A. appliance. In the time it takes you to walk over to the paper towels and rip one off and use about ½ of it to dry your hands and then toss it away, your hands would have been dry with the Xlerator. Also, your Club funds ARE used to buy the paper towels. Please consider the environment and your Club treasury and use our professional hand dryer ...thanks!
2. **With the Show and Open House** coming up in a month, please consider helping out in some fashion. Sign-up sheets are available for both Show and Operations, as well as for spreading flyers at RR stations. Speaking of flyers, please spread them around your town at locations that you frequent and other places, like Senior Centers. Getting the word out is SO important for our attendance and income!

.....*David N. Clinton*

MEMBER NEWS

Welcome to our latest applicant, **Simon Collinge** from Hingham. We look forward to getting to know you, Simon, and hope your enthusiasm for the hobby will bring you here often!

Birthday Celebrations

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

Dan Peterson October 17th
Paul Bonanno (H) October 17th
Eric Wilde October 25th
John Holmes October 25th
Bill Hallsen..... October 28th

RUNNING EXTRA

From "The 470" newsletter, concerning the present location of the Maine Narrow Gauge RR:

JOHN POOR AND THE PORTLAND COMPANY—With all the current discussions about the development of the Portland Co., John Poor's name is close by. Poor, born in Andover, Maine in 1809, founded the company in 1846 to manufacture steam locomotives. During the America's Civil War his company supplied the Union Army with heavy cannons and in the 1920s produced Knox Automobiles. Poor brought the railroad to Portland, transforming the city from an isolated backwater town to a thriving city connected to the outside world, and in the process changed the landscape of the city. Without John Poor we wouldn't have Commercial St. or Marginal Way, both constructed to accommodate the railroad. He turned his attention to making the city a major railway center, with the idea it could become the winter port for Montreal when the St. Lawrence River was frozen, providing the Canadian city with access to European markets throughout the year. Boston was also in the competition, with almost ten times the population of Portland, with far more resources to devote to building a rail system and terminals. But Portland had a deeper harbor than Boston, could accommodate larger ships, and was the closet seaport to Europe on the East coast.

Poor made a heroic trip to Montreal, through the White Mountains by sleigh in the winter to delineate the route the railroad would take to Portland. Using the oratory skills honed as a teacher and lawyer, along with his incredible journey, he impressed the Montreal Board of Trade. The Board voted in favor of Poor's proposal. On his return to Portland he formed the Atlantic and St. Lawrence Railroad, soon after becoming the Grand Trunk Railroad, the offices of which were in the still standing Grand Trunk building on the corner of Commercial and India Streets. Subsequent to his epic journey he remained extremely active in the development of the railroad system in the state of Maine. In 1849 he purchased the American Railroad Journal, and his brother, Henry, became the manager and editor. Interestingly, Standard and Poor's, the much respected publication featuring financial research and analysis on stocks and bonds, traces its roots to the American Railroad Journal. Along with his accomplishments John Poor had a direct effect on naming some Portland streets. Atlantic, St. Lawrence, Montreal, and Quebec, on Munjoy Hill, were not named for the ocean, the river or Canadian cities. They were named after the railroads that many residents of the newly constructed streets, worked for. Then there is Commercial St. which is filled land, from removing the top of Munjoy Hill. The influence of John Poor on the city of Portland are felt to this day.

There would definitely be a major street named for him, but, who would want to live on Poor Street.

THE PORTLAND SUN Authored by Cliff Gallant

Judge: Amtrak engineer's deadly crash was an accident, not crime

By Michael R. Sisak

ASSOCIATED PRESS

PHILADELPHIA — An unusual, 11th-hour attempt to put an Amtrak engineer behind bars for a deadly 2015 derailment in Philadelphia unraveled Tuesday as a judge dismissed the case without trial because he found the evidence pointed to an accident, not negligence.

Judge Thomas Gehret's rationale echoed the thinking of city prosecutors, whose decision in May not to charge engineer Brandon Bostian led a victim's family to seek charges on its own as a statute of limitations loomed.

Bostian, 34, hugged his lawyer as Gehret made his ruling at the end of a four-hour preliminary hearing that saw seven witnesses reliving aspects of the May 12, 2015 crash, including gruesome details of tattered cars and limbs strewn along the tracks.

He'd faced charges including involuntary manslaughter and reckless endangerment.

Bostian's Washington-to-New York train rounded a sharp curve at more than twice the 50 mph speed limit and hurdled off the tracks in a violent derailment that crumpled cars and catapulted passengers into the woods.

Eight people died and about 200 people were hurt.

Bostian's lawyer, Brian McMonagle, said his speeding was a momentary lapse from a safety-conscious engineer who had lost his bearings after being distracted by an incident with a nearby train.

"Obviously this is a terrible, terrible tragedy, but today there was justice," McMonagle said



ASSOCIATED PRESS FILE PHOTO

In this May 13, 2015 photo, emergency personnel work at the scene of a fatal derailment in Philadelphia of an Amtrak train that was headed to New York.

after the hearing. "Brandon Bostian is a good man. His heart breaks for the loss of life in this case and the tragedy that occurred. But he's innocent of any criminal charges."

Bostian didn't comment.

A National Transportation Safety Board investigation completed last year found no evidence that Bostian was impaired or using a cellphone.

A police officer testified that Bostian also had a tablet computer in his backpack, but the device went missing and was never examined for possible use while he was operating the train. An FBI agent testified there was no reason to suspect Bostian had taken the item from the crash scene.

Patriot Ledger 9-13-17

huffed in May outside a Philadelphia police station while turning himself in after the family of a woman killed in the crash, Rachel Jacobs, filed a private criminal complaint and another judge ordered that the case go forward.

Through their lawyer, Jacobs' family urged prosecutors to refile the charges.

"The sad tragedy here is that there's been no accountability despite the enormity of the loss," the lawyer, Thomas Kline, said. "There's absolutely no individual accountability, and that's where the victims believe there's a lack of juncture between the law and reality."

Bostian has been on unpaid administrative leave from Amtrak since the crash and is suing the government-owned railroad, alleging he was left disoriented or unconscious when something struck his train before it derailed. NTSB investigators have said nothing struck the locomotive.

Amtrak has taken responsibility for the crash and agreed to pay \$265 million to settle claims filed by victims and their families. It has also installed speed controls on all of its track from Boston to Washington.