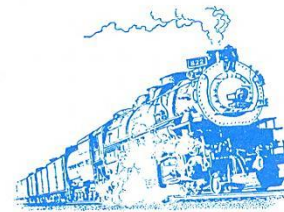


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**FEBRUARY 26, 2018 ■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■ NUMBER 2**



**COMING SOON—OUR MARCH SHOW !**

# The Semaphore

David N. Clinton, Editor-in-Chief



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Boston <u>Herald</u> Reporter.....	Jim South
Boston <u>Globe &amp; Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
Amtrak News.....	Rick Sutton
“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. ©2018

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VOLUME 38 ■■■■■ NUMBER 2 ■■■■■ FEBRUARY 2018

### CLUB OFFICERS

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	Bryan Miller ('18)
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**ON THE COVER:** Pictures from our October Show & Open House. (Joe Dumas)

# FORM 19 ORDERS

## FEBRUARY B.O.D. MEETING

Monday, February 26<sup>th</sup> 8 p.m.

## MARCH BUSINESS MEETING

Monday, March 5<sup>th</sup> 8 p.m.

## SPRING SHOW & OPEN HOUSE

**Saturday, March 10<sup>th</sup> 9-4**

**Sunday, March 11<sup>th</sup> 10-4**

## DECODER ENGINE TUNE-UP CLINIC

Thursday, March 15<sup>th</sup> 8 p.m.

## MARCH NEWSLETTER DEADLINE

Saturday, March 24<sup>th</sup>

## MARCH B.O.D.

Monday, March 26<sup>th</sup>

## CONTESTS

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

**FOR MARCH**, we have one of Al Taylor's "word find" puzzles "**Names of Some Boston & Maine RR Cars**". The puzzle can be found near the back of the newsletter and there are extras in the Contest Entry rack in the train room. Good luck and don't forget your name on the form!

## CHIEF'S CORNER

Fred Lockhart

Starting off this month with progress updates on the railroad: Benchwork Committee has built most of the benchwork for the new staging yard and is in the process of making many feet of roadbed for the yard, which justifies the noise emanating from the wood shop... LOL. After the Show, we will start to lay the roadbed and track. The Electrical Committee had some wiring that was moved to accommodate the new staging yard; they have been relocating it to new permanent locations. They also have wired part of the new Larson Branch. The Trackwork Committee has finished installing the turnouts to access the Larson Branch and expects to have

them operational soon. The Scenery Committee has been very busy trying to make a dent in ballasting, sprucing up older scenery around East Middleton and thru Essex Jct. along that side of the railroad, They continue to work on the Cedar Hill engine Terminal and have started ballasting the Mountain Div. track in that area also. Thanks to the five or six members that have come forward this month to help out with that work; your help is much appreciated by the committee and others that like to see progress. Thanks again for your help.

As many of you already know, we are trying something different for this show. Concerns came up before last October's show about the lack of open tracks for members to set up on, due to so many trains left on the railroad from a recent ops session. So, it was decided at BOD and approved by the members at the February Business Meeting that member-owned equipment should be removed from the railroad. The railroad will be cleaned and tracks will be assigned to members who sign up to operate for the Show--that track will be yours for the day, or days, for which you have signed up. Members that come in, who have not signed up, will be accommodated and should see the Ops. Committee chairman, Paul Cutler III for which Division they can run on. After that step, I will assign them a track. We know that with something new there may be some rough spots but overall (so far) everyone seems to be happy with the plan. I thank you in advance for your cooperation. As soon as the railroad is cleaned, members will be allowed to set up. Also on the Show: if you have new equipment, or have not run it for a long time, please check your equipment for coupler height and wheel gauge and clean the wheels and test it on the railroad before operating during the Show. It will save you and others much frustration!



As you read this, we are into clean-up week and would like to be done by the Business meeting on March 5<sup>th</sup>, so it looks like the earliest equipment can be put out is after the Business meeting. Any change in that timetable and I will post a message by the alarm panel.

That is it for this month, your comments or concerns are always welcome.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### **FEBRUARY 2013** (5 years ago)

- ✱ CSX opens New England's first double-stack intermodal route between NY State and Worcester.
- ✱ Mass D.O.T. designates Berkshire Scenic Railway as operator of "Hoosac Valley Service" between N. Adams and Adams, MA.
- ✱ 50 years since closing of famous "North Shore Line" between Chicago and Milwaukee.
- ✱ Grand Central Terminal in NYC celebrates 100<sup>th</sup>.
- ✱ MA Gov. Patrick touts passenger rail service between Pittsfield, MA and NYC.
- ✱ Kato announces completely new drive for their new "Genesis" P42 locomotive, with separate motor powering each truck.
- ✱ "Fire up 611" formed to return famous N&W #611 to mainline steam service.
- ✱ Ground broken for new MBTA Commuter Rail station in South Acton.
- ✱ Iowa Pacific Holdings' Saratoga & North Creek Railway moves first carload of freight in 25 years over line between their namesake towns.
- ✱ Premier of Quebec Province and Vermont Governor meet to find way to return "Montrealer" service, connecting *Vermonters* from St. Albans, VT to Montreal.
- ✱ "Coley" (Coleman) Walsh becomes member of SSMRC.

### **FEBRUARY 2008** (10 years ago)

- ✱ Federal study begun on extending *Downeaster* to Freeport and Brunswick, Maine.
- ✱ Belfast & Moosehead lake RR places all rolling stock up for sale.
- ✱ Brookville Equipment Corp. of PA enters loco market with 2000 HP "BL20GH" for ConnDOT.
- ✱ MBTA B.O.D. approves purchase of 75 new bi-level cars from Rotem USA.
- ✱ MBTA unveils first of 94 new Blue Line subway cars, replacements for 70 of the 30-year-old cars.
- ✱ Wiscasset, Waterville & Farmington narrow gauge museum wins H. Albert Webb Memorial RR Preservation Award sponsored by the Mass Bay RRE.

### **FEBRUARY 2003** (15 years ago)

- ✱ MBTA halts construction on Greenbush Commuter Rail for 6 mos. to study costs.
- ✱ Belfast & Moosehead Lake RR on market for \$3.5 mil.
- ✱ Maine D.O.T. rebuilds former MEC roundhouse in Rockland; on National Historic Register.
- ✱ Recently restored CPR "Royal Hudson" #2816 to pull luxurious train from Vancouver to Montreal @ \$26,000 per person, limited to 32 lucky passengers.
- ✱ Motive Power Industries completes rebuilding of MBTA's F40PH-2Cs.
- ✱ Berkshire Scenic RR to operate excursions for first time in 10 years.

- ✱ State of VT designates Vermont Rail System's "Washington County RR" as operator of recently purchased line from Newport to White River Jct.
- ✱ Roof on B&O's historic museum in Baltimore suffers partial collapse, during snow storm, crushing many artifacts but no personal injuries suffered.
- ✱ Amtrak's Mail Trains #10 & 13 between Springfield, MA and D.C. are discontinued.
- ✱ Surface Transportation Board orders Guilford to permit Amtrak's *Downeaster* to operate up to 79 MPH, rather than 60 MPH limit the railroad had placed on Amtrak.
- ✱ Vermont suspends only commuter railroad in the state, the *Champlain Flyer*, between Burlington and Charlotte.
- ✱ Amtrak and Bombardier agree on plan to fix defective yaw dampers on *Acela Express* trainsets.
- ✱ GE introduces GEVO-12 locomotive, producing 4,400 HP with 12 cylinders and more environmentally-friendly than same horsepower FDL-16 cylinder prime mover.

### **FEBRUARY 1998** (20 Years Ago)

- ✱ Floor tile work completed in restrooms and meeting room.
- ✱ Guilford formally abandons 11 miles of B&M Conway Branch between Mt. Whittier and Ossipee, NH.
- ✱ Mid-Cape Lumber Co. gives up on Bay Colony RR, leaving trash trains as only customer on Cape.
- ✱ Amtrak and VIA Rail Canada join in selling rail pass good for travel in U.S. and Canada.
- ✱ State begins work on environmental study for Fall River/New Bedford Commuter Rail.
- ✱ CN offers \$2.3-billion for purchase of Illinois Central .
- ✱ "Ocean Spray" Club Car offered.
- ✱ First "double-decker" commuter cars appear on Old Colony lines (Middleboro & Kingston/Plymouth).
- ✱ Environmentalists and Army Corp. of Engineers rethinking tunnel under Hingham Square.

### **FEBRUARY 1993** (25 Years Ago)

- ✱ Quinoil tank cars sell out in less than a year.
- ✱ Conrail takes delivery of first of 105 wide-nose SD60M locomotives, manufactured by EMD of Canada (EMC). Hell Gate Bridge in NY to get first repainting in its history; to be painted dark red.
- ✱ Swedish "X2000" train testing on Northeast Corridor...pulled by diesels north of New Haven.

### **FEBRUARY 1988** (30 Years Ago)

- ✱ Conrail acquires 30 GE 4,000 HP locos, B40-8, later nicknamed "Camels".
- ✱ Atlas brings out RS1 locomotive model.
- ✱ MBTA's F10 locomotives to be rebuilt and re-engined with EMD 645 prime movers.
- ✱ Fore River RR officially designated as sludge hauler in agreement with MWRA and City of Quincy.
- ✱ Canadian Transport Commission rules that CN and CP can run freights without cabooses.
- ✱ Guilford runaway train, second in two months of labor dispute; 48-car train travels six miles before stopping on its own.
- ✱ Commuter rail service between Boston and Providence resumes after 7-year hiatus; no service on weekends.

## FEBRUARY 1983 (35 Years Ago)

•Original constitution of the Club found, listing the following Charter members: Ray Stoddard, Al Hird, Charles Costa, George Follis, George Jank, Fred Potter, Arthur Davis and Robert Walsh.

•Honorary member Wally Chase reports that he is building “Androscoggin Yard” on his Lewiston, ME, basement layout, which will interchange narrow and standard gauge.

•U.S.

•District Judge approves plan of reorganization for the B&M RR, clearing way for Timothy Mellon (Guilford) to assume ownership. (already owned Maine Central)

•Guilford unveils paint scheme of gray with orange band.

•Amtrak to take over *Rio Grande Zephyr* route, with D&RGW finally turning over its passenger serve to Amtrak. *San Francisco Zephyr* will be re-routed over D&RGW and re-named the *California Zephyr*.

•I.C.C. gives railroads green light to form trucking affiliates.

## DCC & ENGINE TUNE-UP CLINIC

This month, we had guest presenters at the Clinic. Kaylee Zheng and Lou Papineau, who have presented at Prototype Modelers’ meets, on New England Public Radio and have appeared in several model railroad publications, showed us how easy it was to install cell phone speakers in HO locomotives, including the Bochmann 44-tonner. After showing us the “anatomy” of a speaker, Kaylee showed various enclosures, emphasizing the cost and sound quality of the speakers used in cell phones. A portable demonstration, with various speakers, including large box speakers and the new “sugar cube” speakers was a good way to compare the sound reproduction. She stressed how important it is to plan out where everything will go, before cutting wires. Lou had various diesel locomotives with the cell phone speaker installed, stressing the superiority of this type of speaker.

This writer wasn’t convinced that the cell speaker was superior but certainly was cheaper than any other speakers purchased separately, if this is what you are looking for, when installing \$90-120 sound systems. (Take into account my age and hearing ability, compared to the younger members.)

Overall, a very educational session, which was attended by 23 members. Thanks to John Sheridan for arranging this session!

Our next regular clinic will be **Thursday, March 15<sup>th</sup>, 2018**. Sign-up sheet on Bulletin Board. Everyone is welcome!



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**CSX TRANSPORTATION** is reviewing 8,000 miles of rail lines as potential candidates for sale or lease, Trains News Wire has learned. People familiar with the situation do not expect all 8,000 miles to go on the block. But they say the sheer amount of mileage under review — more than a third of CSX’s 21,000-mile network — is an indication of management’s intent to leave no rock unturned in a drive to cut costs and boost profitability. Last year, CSX executives said everything’s for sale at the right price. “Everything we’ve got out there is going to go through some scrutiny. If it creates shareholder value to sell it, we’re going to sell it,” then CEO E. Hunter Harrison told the Credit Suisse Industrials Conference on Nov. 29. “If it creates shareholder value to keep it, we’re going to keep it.” The review effort is continuing under new CEO Jim Foote. The first four subdivisions were put out to bid last week, including a pair of routes in Illinois and Florida. CSX is expected to put a handful of subdivisions on the block every few weeks, according to people familiar with the matter. Routes under review include:

- The former B&O from Greenwich, Ohio, to Baltimore. (Update: CSX has since removed this route from the review list and will retain the line.)
- The former Boston & Albany main and related branch lines in Massachusetts.
- The former Louisville & Nashville between Cincinnati and Atlanta.
- Most of the former Baltimore & Ohio main linking East St. Louis, Ill., and Cincinnati.
- Former Pere Marquette trackage in Michigan.
- CSX’s cross-border incursions into Canada and related U.S. trackage.
- The railroad’s hard-hit Appalachian coal network, including portions of the former Clinchfield.

- Large sections of the Florence Division in the Carolinas.
- The Dothan sub in Alabama and Georgia.
- The Auburndale sub in Florida.
- Branches and redundant trackage scattered around the system, including some in Alabama, Connecticut, Georgia, Illinois, Indiana, Ohio, and New York. (TN)

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**FORTUNE HAS NAMED** Union Pacific the most admired company for the eighth consecutive year, marking the 15th time in 19 years the company has been named No. 1 among trucking, transportation, and logistics leaders. UP ranked No. 1 in eight of Fortune's performance categories:

- Innovation
- People management
- Use of corporate assets
- Social responsibility
- Quality of management
- Financial soundness
- Long-term investment
- Quality of products and services (TN)

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**IN AN EFFORT TO COMMUNICATE** the vast benefits that the North American Free Trade Agreement has provided for the Canadian, Mexican, and United States economies, and the critical need to maintain free trade on the continent, leaders of the trade associations representing freight rail companies in each nation issued a rare joint letter to negotiators calling for constructive negotiations and the preservation of successful elements currently in place. The organizations stressed the integrated nature of today's global economy and the need for a continental railroad network in providing access to markets and the most affordable products to businesses and consumers in each nation. (TN)

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**UNION PACIFIC CORP.** says new technology meant to prevent train accidents is causing congestion on the railway. The largest U.S. railroad based on revenue is in the midst of implementing positive train control, or PTC, technology, which is designed to automatically stop a train to prevent collisions or derailments. But activating the system in certain areas is causing problems as the railway works out kinks in how it operates. "As we turn on more of our footprint, that requires us to debug and

learn the system," CEO Lance Fritz said, adding that sometimes the new technology "makes a train stop where it's not supposed to stop." Mr. Fritz said the problems have contributed to a slowdown in the network recently, including trains running 5% slower and spending 12% more time in terminals during the fourth quarter. Problem spots are in Chicago, Kansas City and Houston. Certain areas also have seen a buildup in inventory and the railroad is unable to keep up, he said. "We're not executing our game plan like we have historically." U.S. railroads have spent most of the past decade implementing PTC, which the industry estimates will cost around \$10 billion to install and another \$500 million to maintain annually. Congress has pushed the deadline to complete installation to the end of 2018. (Railfanlegal.org)

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**A MARYLAND STATE SENATOR** is proposing that Maryland's Allegany County should fund the \$530,000 that the Western Maryland Scenic Railroad needs to complete restoration of former Chesapeake & Ohio 2-6-6-2 No. 1309. The Cumberland, Md., Times-News reported on Jan. 28 that state Sen. Wayne Norman, a Republican, said that "your county needs to put some money into it ... I think the county needs to take a lien, then get it finished." Allegany County owns the former Western Maryland Railroad right-of-way that the scenic railroad operates between Cumberland and Frostburg, Md. Norman represents two counties in the extreme northeast corner of the state. Allegany County is in far northwest Maryland. However, he is reportedly a supporter of the railroad, and has made frequent visits with family members. (TN)

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**THE PENNSYLVANIA RAILROAD T1 Steam Locomotive Trust** is excited to announce the



purchase order for the first and second boiler

courses of new-build 4-4-4 No. 5550. The order was placed with Continental Fabricators Inc. of St. Louis on Jan. 26. This is a major milestone, as the boiler courses represent the largest parts yet built for the iconic streamlined duplex locomotive. The two sections are over 93 inches in diameter and nearly 12-feet long. The boiler code steel is 1-inch thick and weighs more than 12,000 pounds. All welds will be x-rayed to ensure perfect seams. The sections will include wash-out plugs and openings for water delivery. (TN)

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**UNION PACIFIC WILL BUILD** a new hump yard in Texas to handle growth in carload traffic that threatens to eventually swamp existing yards in the Lone Star State. The \$550 million Brazos Yard, to be built in Hearne, Texas, is scheduled to open in 2020, Chief Operating Officer Cameron Scott says. It will be the largest investment in a single facility in the company's 155-year history. (TN)

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**GE TRANSPORTATION'S PLANT** in Contagem, Brazil, unveiled a new approach to manufacturing locomotives with a mixed-model moving assembly line. This Lean Manufacturing system, one of the first in the industry, is a more efficient and sustainable approach to locomotive production. Unlike traditional stationary production lines, the mixed-model moving line is designed for employees to assemble different locomotive configurations on the same line as the units slowly move down the track. This new production system enables the plant to increase productivity and optimize the workforce, as well as reduce lead time and inventory. The assembly line cuts lead time by approximately 20 percent, reduces inventory by \$1.75 million, and creates about 13,500 square feet of space savings within the factory. (TN)

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**THE ILLINOIS RAILWAY MUSEUM** has kicked off a fund-raiser to repaint its New Haven EF-4 electric locomotive No. 300 back to the railroad's red/orange, horizontal white stripes, and black NH logos, an estimated \$25,000 to \$30,000. This will cover the cost of preparation and paint, as well as creating track space for the locomotive. One of only two Virginian Railroad locomotives to be preserved, No. 300, built in the mid-1950s, has worn the Virginian's black and yellow, the New Haven paint, and Conrail blue during its lifetime. Acquired for preservation by the Railroad Museum of New England, the locomotive came to IRM in a trade, says Executive Director Nick Kallas. The locomotive was originally intended to be

repainted in Norfolk Southern's Altoona, Pa. shops, but that arrangement fell through, Kallas said, so it was sent to Union in its faded and battered Conrail blue. The other unit is preserved at the Virginia Museum of Transportation in Roanoke in its original Virginian scheme. (TN)

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**TWO MBTA PCC STREETCARS** have been moved to a repair facility in Everett, Mass., in an effort to maintain service on the historic Ashmont–Mattapan High Speed Line in Boston. The repairs come as the Boston transit agency evaluates the future of its last PCC-run route, a 2.6-mile line through the Dorchester neighborhood. MBTA has struggled to maintain service with the 70-year-old streetcars. There are just five PCC cars in service on the Mattapan line and five others are out-of-service. Three were sidelined due to mechanical issues in recent years and two more were sidelined following a collision in December. According to Feb. 5 Fiscal and Management Control Board meeting, shop forces in Everett will be using the propulsion and mechanical equipment from the two wrecked PCCs to repair two other cars. The repaired cars are expected to be back on the Mattapan line by summer 2018. Meanwhile, the rest of the PCC fleet will be rotated through the Everett shops starting later this year to receive upgraded trucks, propulsion systems and paint in an effort to extend the cars' usefulness by another decade. The rebuild program is expected to cost \$7.9 million. The rebuild program is expected to be complete sometime in 2019. (TN)

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**LORAM MAINTENANCE OF WAY** Inc. based in Minneapolis and Georgetown Rail Equipment Co. based in Georgetown, Texas, today announced that they have completed a definitive merger agreement under which Loram will acquire all outstanding shares of GREX. "GREX and Loram share a passion for innovation and customer service. The combined strength of this partnership presents a real opportunity to maximize value for our customers, while at the same time extending our mission of delivering advanced equipment and unrivaled customer service," said Phil Homan, CEO of Loram. "The merger with GREX — a market leader in material handling and track inspection technologies — strengthens our core business and enhances our strategic capabilities for serving the global railway infrastructure market." (TN)

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**A JUDGE HAS REINSTATED** criminal charges against the engineer in the fatal derailment of

Amtrak train No. 188 in 2015, overturning a previous decision that threw out the charges against 34-year-old Brandon Bostian. The ruling, reported by several media outlets, means Bostian will face charges of involuntary manslaughter and reckless endangerment. The engineer, on unpaid administrative leave from Amtrak since the May 12, 2015 derailment, will remain free on bail. Eight people died and more than 200 were injured in the derailment on the Northeast Corridor in Philadelphia's Port Richmond neighborhood. A National Transportation Safety Board investigation found the train was traveling at 102 mph on a curve with a 50-mph speed limit at the time it derailed, and in a report issued in May 2016, concluded Bostian was distracted by radio traffic about rocks striking another train. (TN)

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**THE NATION'S LARGEST FREIGHT** railroads are well on their way to meeting the Dec. 31 deadline that Congress imposed for getting positive train control up and running, according to Mike Rush, the Association of American Railroad's senior vice president for safety and operations. He and other AAR officials met with reporters on Feb. 5 for a PTC technical briefing. "The railroads and Amtrak are really very far along in terms of installing PTC equipment," Rush said at the briefing that went into detail about how PTC will work, and the challenges the railroads face in making it work. But Rush seemed to downplay how effective PTC will be in preventing accidents. "PTC-preventable accidents are about 4 percent of mainline accidents," he said, citing a study by an industry-labor-government committee in 2005. "It's a very small percentage, but PTC-preventable accidents can be very dramatic with severe consequences." (TN)

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**GREENRAIL, ITALY**, has signed the first agreement for the industrialization and marketing of its range of recycled railway sleepers in the United States. Greenrail sleepers comprise an outer cover made of a blend of End of Life Tyres (ELTs) and recycled plastic, which encases pre-stressed, reinforced concrete inner core. This means up to 35 tons of ELT and plastics can be reused in 1km of track (1670 sleepers). The Greenrail sleeper can be supplied with built-in photovoltaic panels for solar energy harvesting and devices for safety and diagnostic data transmission. (RA)

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**THE SENATE BY VOICE VOTE** Feb. 13<sup>th</sup>, confirmed Ronald Batory as Federal Railroad Administrator, the nation's rail safety watchdog

agency. Batory retired in March 2017 as President and COO of Conrail, following a 46-year 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. His accomplishments at Conrail in large part led to the railroad's selection as *Railway Age's* 2017 Regional Railroad of the Year. Edward R. Hamberger, President and CEO of the Association of American Railroads (AAR), said, "The freight railroad industry congratulates Ron Batory on his confirmation to become FRA Administrator. Ron Batory is supremely qualified to guide the FRA moving forward, equipped with years of real world experience that will surely assist him in his oversight duties. We look forward to working with Administrator Batory in our collective mission to ensure maximum rail safety." (RA)

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**OBSERVERS SAY AMTRAK** was likely not at fault for the deadly Feb. 4 wreck of the *Silver Star* in Cayce, S.C. But Amtrak is still likely to pay victims out of taxpayer funds because of liability arrangements it has with host freight railroads, including CSX Transportation. The Associated Press cited a presentation by an Amtrak executive in a recent report that said so-called "no fault" agreements between Amtrak and freight railroads allows both to work together cooperatively. AP reports that the agreements generally require Amtrak to cover the cost of damages and injuries to its passengers, crews, and equipment, while freight railroads are responsible only for damage to their own property and employees. The AP also cites former Surface Transportation Board Chairman Daniel Elliott III saying that despite court rulings in recent years that give Amtrak the ability to seek compensation from freight railroads for negligent actions, Amtrak would have to go to court and sue the freight railroad. (TN)

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**GE TRANSPORTATION** signed a \$1 billion framework agreement in Ukraine, marking a major milestone in the country's efforts to modernize its transportation infrastructure and strengthen its position as a key European rail hub and trade corridor. The agreement, which is the largest ever for GE in the country, includes the supply of 30 GE Evolution Series freight locomotives to Ukrainian Railways, as well as additional locomotive kits over 10 years, the rehabilitation of locomotives in the railway's legacy fleet, and long-term maintenance services. Ukrainian President Petro Poroshenko presided over the signing ceremony alongside



Rafael Santana, President and CEO of GE Transportation. (TN)

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**BRASS COMPONENTS** weighing 300 pounds each were pulled off former Chesapeake & Ohio 2-6-6-2 No. 1309 and sold to a local scrap dealer, according to Gary Bensman, a principal in Diversified Rail Services that is restoring the locomotive for the Western Maryland Scenic Railroad. Bensman said Feb. 23 that 12 crown brasses and 12 hub liners, two per driving axle, were removed from 1309. New pieces will have to be manufactured to replace them. Earlier this month, Allegany County, Md., authorities charged former Western Maryland Scenic employee Scottie A. Nixon with stealing more than \$14,000 worth of brass and bronze from the railroad's shop in Ridgeley, W.V. It's not known if these components were recovered, because an inventory of stolen items has not been made public. Bensman said the crown brasses were original to the locomotive, built by Baldwin in 1949. Diversified made replacement hub liners. Bensman said all the pieces will have to be re-made because a hydraulic press used to remove them from No. 1309 caused damage that rendered them useless. He said he had not estimated the cost of making replacements, but it will add to the \$530,000 WMSR needs to raise to complete restoration of No. 1309. The project ground to a halt last November after the railroad ran out of money. Railroad General Superintendent John Garner has said several times that the railroad is committed to completing the job. (TN)

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**TO HELP WITH GROWING** business, Massachusetts short line Grafton & Upton has purchased three EMD MP15ACs from CSX Transportation. For the past year, the 17-mile railroad has relied solely on a leased former Milwaukee Road GATX MP15AC, which has worked well, according to general manager David Swirk. Until the arrival of the lease unit, G&U had attracted locomotive enthusiasts' attention by relying on a roster of elderly EMDs, including GP7U, GP9, GP9R, CF7, and F7 models. The three roster additions are ex-CSX Nos. 1158, 1160, and 1191, built as Seaboard Coast Line Nos. 4008, 4010, and 4221 in 1977-1978. They had been stored by CSX for about two years, but Swirk says all three are in excellent condition. The trio has features not often found on shortline locomotives, such as cab air conditioning and auxiliary power units to maintain cooling water temperature and keep batteries charged. Swirk

says he chose from 116 units CSX advertised for sale. For maintenance and parts simplicity, the selected units came from two consecutive SCL locomotive orders. Following full inspections and some work, the three will receive Grafton & Upton reporting marks, and be put in service still dressed in CSX blue. Repainting in G&U's black and gold will be put off until warmer weather. Swirk says that fuel economy was key to the purchase. The MP15s consume approximately 30 percent less fuel than the older Geeps when doing the same work, and an MP15 can handle one extra car over the G&U's hilly profile. "With the price of fuel, this can make a big difference over a year," Swirk explains. Electro-Motive Division built 255 of the Dash 2-era 1,500 h.p. end-cab switchers between 1975 and 1984. (TN)

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**AMTRAK CEO RICHARD ANDERSON'S** vow last week that the passenger railroad would stop operating on routes without positive train control isn't the only potential service disruption posed by the Dec. 31 deadline for installation of the safety system. NJ Transit trains could be blocked from using Amtrak's Northeast Corridor between Trenton, N.J., and New York's Penn Station if they are not PTC-equipped. In his testimony before Congress, Anderson also said Amtrak "cannot permit non-compliant equipment on our railroad after the deadline." NJ Transit is making little headway on its PTC installation. The transit agency still believes it can make the deadline, Federal Railroad Administration Chief Counsel Juan Reyes told the same hearing, according to northjersey.com. (TN)

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**METRA'S BOARD OF DIRECTORS** approved the purchase of up to 21 used F59PHI locomotives for \$1.3 million each from Progress Rail. The locomotives had been leased by Amtrak for use on the West Coast but will be available beginning in June as Amtrak switches to a new Siemens Charger locomotive. "This is an extraordinary opportunity for us," Metra Chairman Norman Carlson said. "The price is wonderful. ... For a relatively small investment, we can reduce operating costs and reduce emissions." Metra's board and staff still have to determine the best way to pay for the locomotives, namely whether to use available funds or to finance the purchase. Metra has never had any outstanding debt. Metra last year issued a request for proposals to replace its older fleet of EMD F40 locomotives with new or remanufactured locomotives. The new locomotives

would only supplement the ones purchased through the procurement process, officials said. "We believe this purchase represents a great opportunity to make a big impact on our operations at a reasonable expense, and that's why we are pursuing this purchase," Metra CEO Jim Derwinski said in a statement. The F59PHs were built by the Electro-Motive Division of General Motors in 1998 and all have been rehabbed within the last five years, according to Metra's chief mechanical officer, Kevin McCann. New locomotives would cost \$7.5 million each, he said. The agency noted that the Amtrak engines would not replace the Chicago-based fleet but would supplement it and reduce delays. Typically, 10 to 12 engines are out of service for overhaul, while five are in for installation of Positive Train Control equipment. (TN)

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

**TRAINS**

Unique Bridge: A Puget Sound Landmark  
Smooth Sailing Ahead

New York New Jersey Rail Carfloats

Best Practices in Firing Locomotives

**MODEL RAILROADER**

Embedding Rails in Concrete

A Fresh Take on Modeling Hills

DCC Corner

Reverse loops, turntables & wyes

**RAILROAD MODEL CRAFTSMAN**

Modeling Pavement

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

**MEMBER NEWS**

**BIRTHDAY CELEBRATIONS**

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

- Joe Dumas ..... March 4
- Bob England..... March 7
- Larry Strumpf..... March 13
- Peter Palica..... March 28

**EDITOR'S NOTES**

1. With our **Show and Open House less than two weeks away**, let's get the word out by spreading flyers everywhere! The signs for your yard will be available to take and advertise the up-coming "Train Show". Make sure your friends, co-workers and neighbors know about the event!
2. Look forward to seeing **everyone helping out at our Show and Open House**. The earnings from our Open Houses are how we keep our dues as low as possible, while still looking after the building and building a railroad, which is second to none.

..... *David N. Clinton*

**RUNNING EXTRA**

**Conway Scenic RR sold to Profile Mountain Holdings Corp.** Tom Eastman, The Conway Daily Sun 1-31-18

Dot and Russ Seybold announced Tuesday afternoon the sale of the Conway Scenic Railroad to Profile Mountain Holdings Corp, led by President David Swirk. The sale closed Tuesday, and Profile Mountain Holdings will take over operations immediately in anticipation of the season's opening in April.

The iconic railroad and tourist attraction, complete with its historic 1874 train station, has enjoyed 44 continuous years of operation. Originally named president and general manager of the railroad in 1990, Seybold was instrumental in the expansion to Crawford Notch and the commencement of a truly world-class railroad experience.

The Seybolds purchased the railroad in 1999 and continued to expand operations with the addition of two full-service dining cars, including the Chocorua and the Hattie Evans, and the dome observation car Dorthea Mae. They were key founders of the highly successful Polar Express holiday excursion. Other signature annual events including Day Out With Thomas, Pumpkin Patch Express, Santa's Holiday Express and Railfans Weekend, all of

which generate tens of thousands of visitors each year.

Profile Mountain Holdings Corp., doing business as Conway Scenic Railroad, is jointly owned by David Swirk and business partner William Sullivan Jr. This is their second venture together. Swirk, PMHC president, has nearly 30 years of short-line rail management experience focused on business development and operations, including mechanical and engineering, according to a press release issued by Conway Scenic.

Susan Logan, marketing director for Conway Scenic, said that Swirk worked as a general manager for the Grafton & Upton Railroad owned by Jon Delli Priscoli, owner of the Edaville Railroad and the Grafton & Upton. Delli Priscoli made a failed attempt to purchase the Conway Scenic in 2015. "Plans are to continue to operate the Conway Scenic as a world-class heritage railroad, with no industrial plans," Logan told the Sun when asked about the new owners' plans.

She said longtime operations manager Paul Hallet is retiring today as planned. He is being replaced by his assistant, Derek Palmieri.

According to his online bio, Swirk joined Grafton & Upton Railroad as general manager in 2015. He previously managed the Maintenance of Equipment Department for the Pioneer Valley Railroad from 1989-2015. He is the former chapter chair of an engineering society, the former chair of a redevelopment authority, vice chairman of the ASLRRRA Mechanical Committee, an adviser to an Endowment Fund, a curriculum adviser for a trade school and has worked as a Rail Training Coordinator for the Army. In addition to understanding and managing locomotive mechanical air brake and electrical issues, he is a licensed engineer, DSLE and manager of safety and training. He is a real estate developer, pilot and an avid model railroader. (Best wishes to them with this new venture...a great tourist RR. Interesting that there is nothing in the article about the partner, William Sullivan, Jr. -Ed.)

## **Solar Panels on MBTA Parking Lots and Garages**

By Ron Clough

I was surprised to see a legal notice recently about a public informational meeting at Hingham Town Hall about the MBTA installing solar panels at various stations. I could not attend but after doing some research what is planned locally is to basically entirely cover both the West Hingham and Nantasket Junction parking lots with solar panels.

A little history is that in April 2016 the MBTA asked for bids to lease air rights to install solar panels at 29 open lots and 8 garages. When the bids were opened in June 2016 only one was qualified and a contract was awarded to Omni-Navistas/MAP Energy Co. It is a 20 year lease with a \$1.9M value per year, escalating each year and total value of over \$50M for the 20 year period and will reduce total emissions by 288 metric tons annually.

Local stations that will see this installation are Whitman, Abington, South Weymouth, North Scituate, Cohasset, Nantasket Junction, West Hingham and Weymouth Landing parking lots and Quincy Adams, Braintree and Rte. 128 garages.

For some reason, both Hingham stations will be the first to have this installation done starting in March, and all will be completed this year! The T claims parking will not be affected during installation, but we've already seen what happens at West Hingham when the ferry boat does not run.

The panels at both Nantasket Jct. and West Hingham will be 17 – 18 feet tall, sloping down to 15 feet at the platform. LED lighting will be placed underneath and the T claims it will reduce snowplowing costs in the winter and keep the vehicles cooler in the summer. Nantasket Jct. is expected to produce 840,000 KWH /year and West Hingham will produce 440,000 KWH /year. Hingham Light has bought the expected power generated at both

Hingham stations which is planned to supply electricity to 128 homes.

My thoughts are it is the coming thing, but some areas just don't seem to be the place to install this sort of "roof". I can support this sort of thing on a garage, but not in an open area like West Hingham. I wouldn't want to be parked under there in the first heavy snowstorm! From what I hear around Town is that the T can do what they want with their property. More info can be found on the Town of Hingham's website. [www.hingham-ma.gov](http://www.hingham-ma.gov)

# Amazon snub may revive N.H.-Boston train plans

*Globe 1-21-18*

**N**ext stop, New Hampshire?

Probably not any time soon, but a study of a proposed extension of the commuter rail line from Boston to Manchester and Concord has a surprising new champion: New Hampshire Governor Chris Sununu.

The first-term governor hated the idea back when he was running for the office in 2016. He called the proposal — which lawmakers that year declined to study despite the offer of \$4 million in federal aid — a boondoggle, and cited problems with the state's roads as a much higher priority.

But the Republican appears to have had at least a partial change of heart. Now, saying that he still has "genuine concerns regarding the long-term financial viability of such an expansive project," Sununu Wednesday allowed that studying the extension would be "appropriate," to better under-

stand its costs. He noted it may be possible to partner with the private sector to cover some of the costs.

The study was included in a 10-year transportation plan Sununu submitted to lawmakers for approval. However, legislative leaders still seem skeptical about the rail plan, according to the New Hampshire Union Leader.

The national sweepstakes for Amazon's second headquarters seemingly influenced Sununu's thinking. The e-commerce giant had stressed mass transit access as a key attribute of locations where it would place its new headquarters.

New Hampshire's bid, which did not make a short list of 20 potential locations released by Amazon last Thursday, "demonstrated the need to study the potential options," Sununu said.

If the MBTA's Lowell commuter line was ever expanded to New Hampshire, the state would join Rhode Island as a

non-Massachusetts destination on the T.

Rhode Island pays the T to cover certain capital costs in exchange for the service, while the T keeps revenues from fares; the higher the ridership from Rhode Island, the lower the cost to the state.

New Hampshire isn't entirely without rail service. Amtrak's Downeaster service between Boston and Maine stops in Dover, Durham, and Exeter, still some distance from the main population center around Concord and Manchester.

Those Amtrak riders may be getting the better deal: a monthly Amtrak pass between Dover and Boston costs \$319; in Rhode Island, commuters at the end of the line pay \$398 a month to ride the commuter rail to Boston.

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