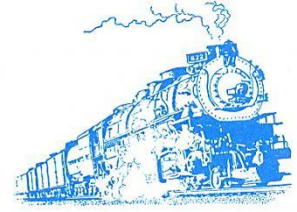


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



SEPTEMBER 23, 2019 ■■■■■■■■■■ VOLUME 39 ■■■■■■■■■■ NUMBER 9



At low tide, you can walk to Percé Rock !



The Semaphore

David N. Clinton, Editor-in-Chief



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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. ©2019
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VOLUME 39 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 2019

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ON THE COVER: VIA’s *Chaleur* on the Gaspé Peninsula in 2007. The Canadian government and VIA have started major work on the line, in order to restore rail service to this picturesque part of Quebec Province. (dnc photos)

FORM 19 ORDERS

SEPTEMBER B.O.D. MEETING

Monday, September 30th 8 p.m.

OCTOBER BUSINESS MEETING

Monday, October 7th 8 p.m.

OCTOBER NEWSLETTER DEADLINE

Saturday, October 19th—ONE WEEK EARLY

FALL SHOW AND OPEN HOUSE

Saturday, October 26th 9 a.m.- 4 p.m.

Sunday, October 27th 10 a.m. – 4 p.m.

OCTOBER B.O.D.

Monday, October 28th 8 p.m.

CONTESTS

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



Al Taylor has a "Word-Find" puzzle this month, made up of many old and present Amtrak Train Names. See how many you can find for the November Business Meeting. Extra copies available in the usual place. Don't forget your name and good luck!

CHIEF'S CORNER

Fred Lockhart

This month I will start off mentioning our October Open House and Show, which is about a month away, but that month will go quickly. Work on the railroad will stop; exactly when, will depend on the nature of the work. As an example, I usually let scenery continue into show week if they want because they like to have as much done as possible and they can clean up fast.



As for other committees, their work space needs to be readied for dealer space, so they will quit sooner. In the end, I prefer the club and the railroad to be ready for the show a week ahead of the show. The week of the show is for members that are operating for the show to put out their trains and give them a few test runs, if the equipment is new

or has not been run in a while. The show preparation is not that difficult and the more members that help out the easier it gets. So, please plan on helping with clean-up and also please sign up for others tasks; the ones that always need help are getting out the show signs and flyers. Your help will be much appreciated! Last mention of the show: as I have done for other shows, I will be assigning tracks and I work from the operators' sign-up sheet. Also, the new staging yard is in-service, so I will be using it to store complete trains that are on the railroad, that won't be used during the show, rather than taking them off. If anyone wants a track in the staging yard let me know sooner than later, but be aware access is thru a duck-under at this time.

Progress on the railroad, all the projects mentioned last month, are still on-going. New items: Benchwork has installed another section of the future Boston Division in the staging room, giving us a starting point for the new extension of the trolley line. The Scenery Committee has started to mock-up scenery at the backdrop, where the narrow gauge and Larson Branch go thru it so members can visualize the concept.

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

Fred Lockhart
Chief Engineer

DCC & EQUIPMENT TUNE-UP CLINIC

Jay Pease came all the way from Hardwick (western Worcester County) to join the clinic this month...I think this was a "first". He brought a custom-painted and detailed New England Central GP40 from Athearn. This was an easy one, as Athearn offers both 8-pin and 9-pin plugs on some of their locos. So, Jay chose the DZ123P, which took up very little room inside the shell...and away he went...nice to see you, Jay!

Ed Carter brought one of his PRR 4-8-2s by BLI. This loco, which he got in a "swap-shop" situation, had a bad running-gear on the drive axle. Getting the locomotive apart was a real chore, and after surveying the situation, and what was needed to fix the problem, he decided to restore the loco to "White Elephant Table" status.

Paul Cutler III brought an Atlas C40-8W dressed in Conrail Blue. This loco should have been an easy install, using the DZ123P into the light board plug but he found that the factory board was mis-wired and the loco would have to be "hard-wired". Which he did with success.

A visitor with prior approval, Eric Mercer, brought a Kato SD40-2 in the Soo's latest scheme of white with red lettering. This older Kato loco took the DN140IP, which includes the plug on the board, so there are no wires hanging around. The lights are already protected with resistors on the factory board, so this was not a problem. Eric was happy with his first-ever DCC installation and is a potential new member.

Our next Clinic will be **Thursday, November 7th** as there will not be a clinic in October. Sign-up sheet on Bulletin Board. All are welcome!

SEMAPHORE MEMORIES

SEPTEMBER 2014 (5 years ago)

- CN ends service to Maine's only truck-and-rail hub in Auburn. The 35-acre terminal opened 20 years earlier.
- Edaville has groundbreaking for "Thomas Land".
- Volunteers plan to move MEC 4-6-2 #470 from Waterville, ME and restore to operating condition.
- White River Productions purchases Railroad Model Craftsman and Railfan & Railfan magazines.
- MBTA opens Assembly station on the Orange Line; first new station in 27 years.
- Century-old catenary wires on Metro-North's New Haven Line replaced with constant-tension system.
- Plan to move Maine Narrow Gauge RR and Museum to Gray, ME, to cost \$6 million.
- NS purchases 100 Union Pacific SD90-43MACs to alleviate motive power shortage.
- Siemens to build locomotives and passenger cars for the "All Aboard Florida" service to start in 2016.
- Amtrak's last Dome car, *Ocean View*, returns for second year on *Adirondack* run through Nov. 4th.
- Canadian government decides not to assist financially-ailing Cape Breton & Central Nova Scotia Rwy, a move that will discontinue serve on Cape Breton Island.
- Steve Wintermeier joins SSMRC.

SEPTEMBER 2009 (10 years ago)

- MBTA issues RFP for 40 new Commuter Rail locos.
- CP marks 100 years of operations through the famous "Spiral Tunnels" in British Columbia.
- MBTA board approves contract to extend Commuter Rail to Warwick and North Kingstown, RI.

- EPA approves Amtrak's plan to replace Niantic River drawbridge in Niantic, CT.
- WW&F steamer #9 receives new boiler.
- B&ML tourist trains start running under the Brooks Preservations Society.

SEPTEMBER 2004 (15 years ago)

- 1:1 scale block signal installed by our Tower.
- Proposal for commuter train service between Hartford and Springfield.
- Amtrak drops mail and express business.
- *Flying Yankee* restoration group wasting money trying to restore original Winton engine.
- Last M420 loco leaves StL&A RR in Maine.
- Maine Eastern RR decides to continue weekend excursions to Rockland into the fall.
- B&O RR Museum in Baltimore celebrates reopening, after roof collapse in 2003.
- UP to install event cameras on locomotives.
- Roadbed and track being installed, connecting Legs 2 & 3.
- Richard "Nick" Nickerson joins the SSMRC.
- Local developer plans to build subdivision on part of Edaville RR site.
- New CSX auto unloading facility in E. Brookfield, MA, nearing completion.

SEPTEMBER 1999 (20 Years Ago)

- First Hingham "Fall Open House" scheduled.
- Cape Cod Central's M420s painted in attractive "Cranberry Red".
- PanAm, owned by Guilford, begins air service from Pease AFB.
- Edaville reopens, after being closed for 8 years.
- Ex-B&M F7 #4265 arrives at Gorham, NH railroad station for cosmetic restoration.
- Canton Jct. station moved 75' back towards Stoughton Branch tracks; move takes 3 days.
- Greenbush Branch restoration clears two hurdles: environmental report and financial study.

SEPTEMBER 1994 (25 Years Ago)

- Iron Road Railways signs letter of intent to purchase Bangor & Aroostook RR, as well as purchase agreement for Dominion Atlantic Rwy in Nova Scotia. David Gunn appointed senior operations position on BAR.
- Ground broken for new StL&A intermodal terminal in Auburn, ME.
- Guilford pulls up tracks on "The Northern" between Lebanon and Boscawen, NH.
- Algoma Central sells to Wisconsin Central.
- New England RR Museum considers moving from Essex, CT to Palmer, MA.
- Commuter Rail service to Worcester begins with three round-trips; previous service ended in 1975.
- Gorham, NH RR station saved and restored by Gorham Historical Society.
- Railtex, Inc. purchases Central Vermont Railway.
- Work crews clean up ex-MEC "Mountain Division" tracks between Intervale and Bartlett, NH, in preparation for Conway Scenic RR running trains to Bartlett Village.

● 10,000 signatures sought by group petitioning to save 83-year-old Worcester Union Station.

SEPTEMBER 1989 (30 Years Ago)

● Millions of concrete ties made in Littleton, MA, for the MBTA and Amtrak found to be defective and cracking after only 6 years of their 50-year expected lifespan.

● Connecticut Valley RR Museum moves from Essex, CT to Willimantic, CT.

● Grand Canyon Rwy begins steam passenger operations from Williams, AZ to the Grand Canyon.

● First proposal aired for extending Stoughton Branch service to Fall River and New Bedford.

● Eric Wilde joins SSMRC.

New fixed-span concrete bridge replaces 112-year-old wooden swing span over Mystic River on B&M's Eastern

SEPTEMBER 1984 (35 Years Ago)

● First work on obtaining "tax-exempt" status.

● Club has "yard sale" in parking lot.

● "The Gov" announces first "all-steam" operations.

● Steamtown begins 90-minute steam excursions from Scranton to Elmhurst, PA.

● Santa Fe sells home-rebuild CF7 locos to many shortlines and Amtrak.

● MBTA's only RDC-4 cut up for scrap.

● New Amtrak train *The Bay State* begins Inland Route operation Boston to NYC.

● MEC steamer #470, on display at Waterville, ME, stripped of asbestos lagging and left to rust away.

● MBTA orders 56 new Red Line cars from Hawker-Siddeley of Thunder Bay, Ontario.

● Housatonic RR to begin operations on ex-New Haven Housatonic Branch to Pittsfield.

● Conrail runs first "double stack" train from Chicago to New Jersey.

● Lackawanna 1930s-era "Mus" taken out of service and replaced by new stainless, center-door, A/C-equipped cars.

● VIA Rail Canada begins converting cars to HEP.

● Amtrak creates "The Beach Grove", a track inspection car fashioned out of a damaged Amfleet coach.

POTPOURRI

AMTRAK HAS OFFICIALLY RETIRED its last dome car, ex-Great Northern "Great Dome" *Ocean View*, losing a valuable promotional tool in the process. It is the latest example of the passenger railroad choosing to retire rather than continuing to maintain cars every previous management had used to attract passengers, following retirement earlier in 2018 and sale earlier this year of its four Pacific Parlour Cars. Those ex-Santa Fe cars had been featured on the *Coast Starlight* after being refurbished in the mid-1990s to provide an

exclusive, upscale travel experience for that train's passengers. Amtrak spokesman Jason Abrams told the *Albany Times Union* last week, that, "due to the age and expense of maintaining this vintage car, the Great Dome Car will no longer operate as part of Amtrak's fleet." It has been at the Beech Grove Heavy Maintenance Facility for several months, but the company did not offer it in any of the recent car sales. Amtrak dispensed with most of the dome cars it inherited from the streamliner era in 1993 when the arrival of Superliner II equipment permitted the conversion of *Auto Train* to a bi-level consist. In any case, tight clearances precluded their use on any trains between Baltimore and Boston. However, Amtrak kept the *Ocean View* around to attract customers, such as regular fall color assignments on the Montreal-Albany-Rensselaer, N.Y., segment of the *Adirondack* and stints on the Chicago-Washington, D.C., portion of the *Cardinal's* route. It also was periodically deployed to augment capacity on Midwest and California corridors during holiday periods. State-supported services such as Maine's *Downeaster* also found the *Ocean View* useful to energize new service introductions or fare promotions as a "reason to ride". Amtrak itself used it for that purpose in March 2017 during the Chicago-Indianapolis *Hoosier State's* transition back to Amtrak equipment from Iowa Pacific's full length dome car. The car has been most valuable, though, on inspection trains where decision makers are hosted. The dome has easily accommodated many prospective stakeholders, giving all guests an opportunity to see operations firsthand. Railroads such as BNSF and Union Pacific have long seen the value of maintaining domes, sleeping cars, coaches, and lounges from their legacy flagship passenger fleets to host shippers and politicians. Current Amtrak management's current intense focus on cost cutting, however, dictates retiring the type of equipment its host carriers continue to value. (TN) What a shame! Another example of Anderson's plan to destroy Amtrak from the inside.

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AMTRAK HAS RESTORED the veterans' discount on tickets, eliminated in March 2018 in a move widely criticized in the U.S. Congress and elsewhere. Amtrak announced the decision in a Monday press release citing "a new way to save" for those who have served in the Army, Marines, Navy, Air Force, and Coast Guard: a 10% discount available system-wide. Active-duty military personnel are also eligible for the discount. (TN)

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SCIENTISTS NOW SAY that noisy freight trains could be used to help predict future earthquakes. According to information published by Physicsworld.com scientists from France, Belgium, and the U.S., say they've shown that the noise of a freight train — thrumming motors, squeaks, squeals, and other rolling noises — is sufficient to measure the condition of underlying rock. They apparently demonstrated this by studying the San Jacinto fault east of Los Angeles, and underneath major Union Pacific and BNSF Railway rights-of-way. Vibrations from passing trains in Southern California are equivalent to minor earthquakes, researchers say, and enable them to observe changes in the Earth without the need for special purpose "high energy seismic sources" otherwise required for the research. (TN)

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THE CATENARY IS COMING DOWN. Crews from Winters Rigging and the East Erie Commercial Railroad descended on the former GE Transportation test track in Harborcreek, Pa., to remove the catenary that has been above it for many years. The removal was in response to years of neglect and damage, most recently from copper thieves. The catenary has been a part of the test track long before it was a test track; wires have been over these tracks since it was part of the Buffalo and Lake Erie Traction Company main line in 1906. When GE began to develop electric locomotives the catenary on the 4-mile line was crucial to theirs and other locomotive development. This included the Pennsylvania Railroad's famous GG1 locomotives. In the 1960s the system was rebuilt to handle the newer foreign and domestic electric locomotives as well as multiple-unit car development that GE also was involved in during the 1960s and 1970s. The electrification of the catenary lasted into the 1990s when preference for diesel locomotives and lagging electric locomotives sales prompted GE to mothball the catenary in place. (TN)

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THE TRACK IS STILL THERE. The buildings are still there. The trim Mikados and hopper cars original to the coal-hauling railroad are still there. The one thing missing at the fabled East Broad Top, the Pennsylvania narrow gauge renowned for its completeness, is a plan forward. Eight years after rolling its last mile as a tourist line, there is still no permanent course for its future. At this point, if anyone were interested in restarting it as an

operating tourist attraction, it would cost millions to bring the locomotives up to current standards, replace hundreds of ties, repair bridges, and entice visitors to a remote section of the Keystone State. Joseph Kovalchick is the elderly CEO of Kovalchick Co., an Indiana, Pa.-based scrapper, which has owned the EBT since 1956 when it shut down as a freight railroad. It came back as a tourist line in 1960. He says the railroad and all adjacent properties are for sale. Though he won't disclose an asking price, several sources peg that figure at \$8 million for the entire package of the railroad and several thousand acres of former coal company lands. Kovalchick insists on a package deal — all or nothing. Despite encroaching weeds and brush along the railroad, peeling paint on various buildings, and other signs of benign neglect, a couple of long-time employees do attempt to keep the grass around the Rockhill Furnace station, roundhouse and shops area under control. Some painting has been done recently. The Friends of the East Broad Top, a non-profit, has been holding monthly volunteer work weekends at Rockhill Furnace, Pa., and Robertsdale, Pa., for years, stabilizing and restoring buildings and rolling stock. Kovalchick kicks in for materials, and he allows the group to hold occasional open house tours of the roundhouse and shops complex to raise funds for their restoration work. Lee Rainey, former president of the FEBT and current board member, says, "The big news is the near completion of the stabilization and renovation of the 1884 freight office, which was in serious danger of being lost. The badly-rotted wooden posts on which it sat have been replaced by concrete pillars, the collapsing sides have been straightened and strengthened, and new battens have been applied to make it weather-tight. The freight platform has been recreated, and the whole building has received a coat of paint. This has been a three-year job." In addition, the FEBT has stabilized the lumber shed behind the shops, manufactured and installed new window sash in several buildings, and volunteers continue restoration work on combine No. 14 and



This is the eighth summer the famed East Broad Top narrow gauge railroad has remained closed.



boxcar No. 955. In previous years, the volunteers have stabilized the shops building, restored several machines in the shops, acquired for preservation and restoration two EBT passenger cars sold off prior to the 1956 closure, saved the blacksmith shop from collapse, restored a ballast hopper car and generally cleaned up the entire shops area. But what does all this mean to us in 2019? What happens to the EBT when Kovalchick, who is in his 80s, is no longer in the picture? Neither the federal nor the state government shows any interest in taking over the tourist operation. No one with deep pockets has emerged to buy it. Will the East Broad Top join the Rio Grande Southern, the Slim Princess, the Bridgton & Harrison and the rest of America's narrow gauge panoply in fond memory? (TN)

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THE FIRST EAST BROAD TOP RAILROAD photo event in nearly a decade will offer afternoon and evening shots of a 1918 steam locomotive on the EBT turntable and of the Pennsylvania narrow-gauge railroad's 1927 gas-electric unit in multiple locations around the Rockhill Furnace yard. Antique vehicles and costumed crew members will be on hand, and lighting experts will help create nighttime shooting opportunities in and around the roundhouse. No. 17, a Baldwin-built Mikado, is expected to have pride of place on the turntable, allowing it to be in the foreground or background of shots from numerous angles in the yard and in the roundhouse. No. 17 pulled the EBT's last mainline coal trains in March of 1956, and was a popular draw after the railroad reopened as a tourist line in 1960. The locomotive last ran in 2001. The gas-electric unit, M-1, was built in the East Broad Top's shops with plans and components from Brill and Westinghouse. The M-1 carried passengers, mail, and packages, and could tow a coach or pull several coal hoppers as needed. It was the only such piece of equipment built for an American narrow-gauge railroad, and remains operable today. The East Broad Top will spot other equipment around the yard for the event, and some may be moved during the day to provide variety for photographers. No rides will be offered on any equipment. The event will take place Saturday, Nov. 2 and will be limited to 30 photographers. It will begin at 1 p.m., with a dinner break about 4:30 and dusk and night photo opportunities afterward. The cost will be \$149 per person. Dinner will be available at the neighboring Iron Rail Bed & Breakfast for a \$15 donation. To make a

reservation or seek further information, send an email to Lawrence Biemiller (biemiller@mac.com). The 33-mile-long East Broad Top was built from 1872 to 1874 to bring coal to a big new iron furnace then under construction, but it also carried general freight as well as passengers and the U.S. mail. Although the furnace closed in the early 1900s, demand for clean-burning Broad Top Mountain coal kept the railroad busy into the 1950s. After 1953, the EBT was the only remaining narrow-gauge railroad east of the Rocky Mountains. The line is a National Historic Landmark and is on the National Register of Historic Places. The EBT has been closed since the end of 2011 and is for sale by its longtime owners, the Kovalchick family of Indiana, Pa., who have preserved the railroad since Nick Kovalchick bought it in 1956. The current owners are Joe and Judy Kovalchick. The railroad has also enjoyed years of support from the volunteers of the Friends of the East Broad Top. (TN)

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ON A TEST TRACK IN PUEBLO, Colo., a heavy-haul freight train started and stopped solely under the command of a computer. On Aug. 27, a Positive Train Control-compliant consist of three locomotives and 30 loaded freight cars carrying 4,725 trailing tons, traveled on 48 miles of test track with the latest generation of New York Air Brake's LEADER on-board train control and energy management system in full control. New York Air Brake, a North American-based subsidiary of Munich, Germany-based Knorr-Bremse, demonstrated automatic control of throttle, dynamic brake, independent brake, and air brakes. The demonstration was performed at the Transportation Technology Center, Inc., in Pueblo, with railroad executives and industry officials in attendance. While locomotive engineers rode along, the LEADER (Locomotive Engineer Assist/Display & Event Recorder) system automatically controlled the train over a variety of terrain, starting and stopping on uphill, downhill, and flat grades. "LEADER commands all four freight train control systems – throttle, dynamic brake, independent brake, and air brakes – providing precise control that conserves fuel and reduces in-train forces," said Jason Connell, New York Air Brake senior vice president of marketing, sales, and service. (TN)

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WITH PARLIAMENT ELECTIONS LOOMING on Oct. 21, the Liberal government of Canadian Prime Minister Justin Trudeau will spend nearly \$35 million to fix the east end of the former Canadian

National branch line that hosted VIA Rail Canada's Montreal-Gaspe Train (once known as the *Chaleur*) until December 2011. That is when inspections revealed serious defects in several bridges, most notably the tall structure crossing Grande Rivere near Pabos Mills, Quebec, and a curved trestle between Perce and Gaspé. After several brief resumptions over only a portion of the route to and from a connection with the Montreal-Halifax, Nova Scotia, *Ocean* at Matapédia, VIA suspended the Gaspé train entirely in August 2013. Coastal erosion following a December 2016 winter storm took out more right-of-way.

In 2017, Quebec's government pledged \$73 million for repairs to the now publicly-owned tracks as far as Port Daniel-Gascons, where a cement plant is located. Now federal funding will focus



on repairs to 10 segments on 79 miles from Port Daniel to the end of the line at Gaspé. The money comes from the country's Disaster Mitigation and Adaptation Fund, a program designed to "help communities build the infrastructure they need to better withstand natural hazards such as floods, wildfires, earthquakes, and droughts," according to a government press release. In 2017, VIA Rail Canada spokeswoman Mariam Diaby told Trains News Wire that the company would, "resume service in the area once the tracks are deemed safe for passenger operation." Since then,

however, the stainless steel Budd sleepers, dome lounge Skyline cars, and coaches that connected with the



Ocean at Matapédia have been deployed to augment some of the *Ocean's* British-built Renaissance cars that have succumbed to rust and operational maladies. The equipment has also been utilized on the Winnipeg-Churchill train during whale- and polar bear-watching seasons. Track and right-of-way repairs are expected to take more than a year, giving VIA an opportunity to figure out how and to what extent it plans to restore service. (TN)

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TWO OF MAINE'S NARROW-GAUGE RAILROAD museums are squaring off in a lawsuit with one

alleging the other reneged on a 15-year agreement that allowed it to use Monson Railroad No. 3, a 1912 Vulcan 0-4-4 steam locomotive, at certain times of the year. The Sandy River & Rangeley Lakes Railroad of Phillips says in its lawsuit it invested \$114,000 to retube and make other repairs to No. 3 and had an agreement with Maine Narrow Gauge to maintain and operate the locomotive on a limited basis on its half-mile line. The original agreement dates to 2008 when Maine Narrow Gauge first leased No. 3 to Phillips. Sandy River agreed to retube the locomotive, funding up to \$35,000. As the work progressed, additional repairs were deemed necessary, including rebuilding the firebox. Sandy River, with volunteer labor and contracted help, performed the work needed, which came to a total of \$114,000, not including the volunteer labor. Neither Sandy River nor Maine Narrow gauge amended the agreement to establish who was responsible for the additional repairs and costs. There was no discussion of what would happen to the additional \$79,000 in repairs if the agreement was terminated early. (TN)

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AMTRAK ANNOUNCED the unique amenities exclusive to its *Acela* Nonstop, which begins its inaugural trip on Monday, Sept. 23, including: complimentary coffee, tea water, and a light snack, "at seat" cashless cart service offering a limited menu of snacks and beverages and onboard phone charging kits for sale. Offering non-stop service between New York Penn Station and Washington Union Station, customers will continue to enjoy the many features available on current *Acela* service, including the full menu in the Café Car, as well as access to the Quiet Car. While the *Acela* Nonstop is currently only available once per day only on weekdays between New York and Washington, Amtrak will be weighing potential expansion in terms of location and frequency. In its 2018 Fiscal Year, New York and Washington were Amtrak's top two busiest stations across the national network. (TN)

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AMAZON HAS JOINED WALMART in fielding a fleet of 53-foot containers for intermodal service, according to the Journal of Commerce. Amazon will break convention by dealing directly with railroads, bypassing intermodal marketing companies. Walmart's relationship with railroads is both direct and through the marketing companies. Amazon recently established a third-party logistics organization and has been rapidly moving into

controlling more aspects of the supply chain, including operating its own aircraft, having its own airport hub, functioning as a non-vessel operating common carrier for ocean transport from China, and having a fleet of thousands of truck trailers. The online retailer's move into transportation apparently reflected its frustration with hired carriers' inability in recent years to meet holiday deadlines. (TN)

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A ONE-YEAR PILOT program adding weekday commuter rail service to Foxboro will start October 21st. T officials hope the effort will encourage reverse commuting out of the city, thanks to reduced fares. Outbound morning trips from Boston to Foxboro and inbound evening trips will cost \$4.25 each way, ½-price of the standard inbound morning and outbound evening trips. Overall, the T will offer 10 inbound and 10 outbound trips every weekday. Foxboro has a 500-car lot. (PL)

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CNGMotive UNVEILED the industry's first compressed natural gas tender. Tender GCNX No. 5001 was built new at Kasgro for CNGMotive and features 28 separate CNG storage tanks in two groups giving the tender a storage capacity equal to 4,600 gallons of diesel fuel, also known as diesel gallon equivalent. The tender design resembles a traditional intermodal well car, with the well portion used primarily for natural gas storage and the ends of the car over the trucks for the control system and pressure reduction system. The tender is setup to provide one or two locomotives with CNG while in service. Its design complies with the upcoming AAR Tender Specification M-1004 for crash worthiness, shock, and vibration. When final assembly and testing of



the tender is complete and Norfolk Southern receives their letter of concurrence from the Federal Railroad Administration, the tender will begin revenue testing between Williamson, W.Va., and Lamberts Point, Va., in export coal service. NS is borrowing BNSF SD70ACes Nos. 9130 and 9131 for the tests since NS has no six-axle locomotives equipped with dual fuel equipment. (TN)

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IT SEEMS THE STRUGGLES of the former GE locomotive plant in Erie have come to an end and now it may have a brighter future with an announcement that Wabtec intends to move its

Motive Power Industries operation to the Erie Plat plant. The announcement was made Wednesday that it will be moving all manufacturing operations from its Boise, Idaho, facility to Erie. Many are looking forward to the possibility of new work to come to the Erie plant as they learn this new development. Motive Power Industries has had a long history in locomotive building and rebuilding going back to its Morrison Knudsen days. It became part of Wabtec in 1999. In recent times its commuter locomotives, most noteworthy the MP36, built as part of its MPXpress line of locomotives, have been the source of a lot of the company's success. A few years ago, GE Transportation and MPI teamed up on an MBTA commuter locomotive order to produce the HSP46, which was a marriage of different manufacturer's parts, with a GE motor and electrical system. Initial problems with the 20-unit order and subsequent issues with other commuter locomotives have caused problems for the company and there have been no more orders for them. MPI still offers the only Tier 4 compliant MP54AC commuter locomotive built in the U.S. but so far, the only customer for it is Toronto's GO Transit. They have not expressed an interest in more of these units. Some sources with Wabtec hope that they hope can re-enter the passenger locomotive business again. It has been several years since a GE-only passenger locomotive was produced for the U.S. market, but many of them are still in service. MPI has also been hampered by other factors including it being a small facility of less than 500 employees and it is locked in geographically and has no way to expand out of its current footprint. Any locomotive tests to prove roadworthiness usually had to take place on a nearby BNSF Railway branch line as well. (TN)

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AS A PART OF ITS ONGOING COMMITMENT to customer service and experience innovation, SEPTA (Philadelphia) is now offering on-site car washing services at select Regional Rail stations. Through a partnership with Philadelphia-based WashLB, Regional Rail riders can have their cars cleaned while parked at the station. Exterior and interior services will be offered from 9 a.m. to 3 p.m. Riders can park anywhere in the station lot and do not need to leave their keys. "We know our customers have very hectic schedules and we're excited to offer this new service, not just for its convenience, but also as an added value to our riders," said SEPTA assistant general manager for customer experience and advocacy, Kim Scott

Heinle. All services, including interior detailing, can be scheduled through the company's app available on IOS or through their website, WashLB.com, and the service will be delivered at the station where the car is parked by a trained team of specialists. The process uses a specially designed mobile wash kit which cleans vehicles with environmentally friendly products using less than one gallon of water without impact to adjacent vehicles. Pricing starts at \$10 for a basic exterior wash. "The average carwash uses about 75 gallons of water per wash, so we're saving at least that amount of water each time we provide the service. And for those who wash their cars at home, they use closer to 150 gallons (I don't use even close to that!-Ed.), so our process is definitely eco-friendly," explains WashLB co-founder Kelly Ireland. (TN)

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CANADIAN PACIFIC will be painting 10 of its newly rebuilt SD70ACU locomotives into its historic Tuscan red, gray, and gold paint scheme. Last week, CP shared an image on social media of the two freshly painted locomotives, Nos. 7010 and 7015, with the message, "We take pride in our past and look to the future with the same boldness, ambition and innovation that drove the creation of the railway." Baden Tidd, assistant vice president of mechanical, says the railroad plans on painting a total of 10 heritage units. Locomotives Nos. 7010 to 7014 will wear CP's original Tuscan red, gray, and gold paint scheme with Tuscan red script lettering along the long hood. Locomotives Nos. 7015 to



7019 will feature block lettering along the long hood. The locomotives are part of an order for 60 SD70ACUs using the railroad's stored SD9043MACs. The locomotives are being rebuilt by Progress Rail in Kentucky. The first four SD70ACUs, Nos. 7000-7003, were recently put in service in British Columbia. (TN)

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

TRAINS

The Consolidation

2-8-0

Flying Low
New Acela Rising
In My Own Words

Getting on up

RAILROAD MODEL CRAFTSMAN

Consider the Commuter: 8

Look Both Ways

How Many Cars?

MODEL RAILROADER

Nighttime Operations on the Virginia & Western

How to Illuminate Low-relief Buildings

Running on the Dark Side

Making a Socket for a Signal Bridge

CLASSIC TRAINS (Summer 2019)

John W. Barriger's Super Railroads

Ingles Color Classics

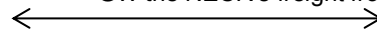
The Way it Was

Four Days with the Golden Spike Centennial Limited

YANKEE (Sept-Oct)

Back Trains

On the NECR's freight from Bellows Falls to Rutland



News sources: Boston Globe, Boston Herald, Trains Newswire, Railway Age, Progressive Railroading, Railpace, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, The Sun Chronicle, New York Times, Cape Cod Times.

EDITOR'S NOTES

1. Our **American Flag is ready to be replaced**. If you are interested in donating the new flag to fly in memory of someone special to you or your family, please contact Ron Clough. A plaque hangs in the entrance room, indicating the memorial donation.
2. Our **Fall Show and Open House is about a month away!** Hope to see you all helping out in one way or another. Getting flyers and signs out is so important. Publicity brings in the crowds. Thanks in advance for your help!

..... *David N. Clinton*

"Memories of our lives, of our works and our deeds will continue with others." (Rosa Parks)

MEMBER NEWS

Welcome back **Mike Dolan!** Great to have you re-join the SSMRC, after your three-year "sabbatical".

Nice to see **Bill Garvey** back at the Club, after a long bout with a foot malady. Good going, Bill!

Note: The "Health & Welfare Committee" (Ye Ed.) would like to hear of any member who is ill or hospitalized, so that we can help "cheer them up" and keep their fellow members advised.

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations on their special day:

- Dan Peterson October 17th
- Paul Bonanno..... October 17th
- Eric Wilde October 25th
- Joe Corsaro..... October 26th
- Bill Hallsen..... October 28th



RUNNING EXTRA

Amtrak, in conjunction with MassDOT, is launching a new state-supported, seven-day-a-week passenger train for a two-year pilot program on August 30 called the *Valley Flyer*. The *Valley Flyer* will travel along the Connecticut River—also known as the Knowledge Corridor—with trains making stops in Springfield, Holyoke, Northampton and Greenfield. The trains will also connect with Amtrak's Northeast Corridor at New Haven and serve stations between New Haven and Springfield. The *Valley Flyer* aims to boast the same amenities onboard as is on all other Amtrak trains, including free Wi-Fi, the freedom to use phones and electronic devices at all times, the ability to travel with small pets on many trains, seats with ample leg room, no middle seat and two personal items and two carry-on bags. Trains 461, 471 and 495 will now originate in Greenfield traveling to Springfield and New Haven, and Trains 478, 488, and 494 will now originate in New Haven traveling to Springfield and Greenfield. Train 400 will originate in Springfield and terminate in Greenfield while train 499 will originate in Greenfield and terminate in Springfield. Trains 471, 478, 494, 495 will run Monday through Friday, and Trains 400, 461, 488 and 499 will run on weekends.

"The new *Valley Flyer* service highlights the continuing growing demand of train travel throughout this country," said Amtrak President &

CEO Richard Anderson. "We are proud to launch this service with our partners at MassDOT and offer Massachusetts residents and visitors with the ability to see all the state has to offer through rail travel. This pilot program could be a game-changer for our region, better connecting travelers and businesses while growing our economy," said Massachusetts Congressman James McGovern. "The *Valley Flyer* will finally make it possible for those in the Knowledge Corridor to commute to places like New York City and back in the same day while bringing more travelers into Massachusetts. I want to thank Amtrak and MassDOT for this investment in our community and will continue working to improve rail service so more people can see all our region has to offer." (Now, if only we could get to Union Station in Springfield by train at a convenient time to explore "the Knowledge Corridor".— Ed.)

EDITORIAL

After years of waiting, it's time for a plan B at South Station

PACT TO ALLOW South Station rail expansion" read the headline in the *Globe*, heralding an imminent move of the United States Postal Service from its Fort Point Channel property and clearing the way to add four new tracks at the busy rail terminal next door.

That was in July. July 2000, that is.

Since then, the move of the postal service and the expansion of South Station has become a kind of running city-planning joke — it's repeatedly said to be imminent, and yet never happens. The state reached another deal to move the postal service in 2011, and as recently as 2015 the postal service protested a *Globe* editorial questioning progress on the transaction.

Now here we are in 2019 — a half-decade after negotiations were said to be on the "five-yard line."

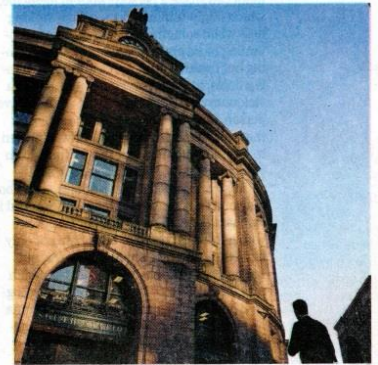
The postal service can deliver mail to Honolulu tomorrow, but it's time to come to terms with the obvious: This deal has been marked as undeliverable. Last month, a spokeswoman for the state's Department of Transportation, MassDOT, said there have been "no developments" with the postal service. A USPS spokesman said "there are currently no active negotiations or talks on the subject."

The state has consistently said that it needs the space occupied by the post office because the rail terminal is at capacity. The limited real estate at South Station, which the T shares with Amtrak's intercity trains, has become a barrier to adding new train service south of the city. Riders want more service — including new commuter rail lines to New Bedford and Fall River — and that, says the state, requires more station space.

Just as consistently, critics of the proposal have said that spending billions of dollars to expand South Station is a waste of money, and that the state should just build the North-South Rail Link to connect the two halves of the commuter rail system instead.

Here's the thing: The argument appears to be moot, because even if South Station expansion were the best choice on paper, it's just not happening. It's now apparent that neither snow, nor rain, nor heat, nor even the Massachusetts congressional delegation will dislodge the post office.

That's not the fault of any of the *five* Massachusetts governors since 2000. And the Baker administration is, at least, working around the stalemate, going ahead with what it terms "early action projects" at South Station that aren't contingent on the real estate deal. For instance, the state just received a \$41 million federal grant designed to upgrade signals and potentially lengthen existing platforms to permit longer trains.



CRAIG F. WALKER/GLOBE STAFF

The expansion of South Station is long overdue.

But state officials have always talked about new tracks as the most critical aspect of the project, and that does require a post office move. Instead of planning the state's transportation future around a transaction that history strongly suggests will never occur, state officials ought to shift to other strategies to accommodate growth.

What would that look like? The state's in the process of hammering out a long-term strategy for commuter rail in Greater Boston. One of the scenarios under consideration includes a North-South rail link, and two options feature neither a new tunnel nor an expanded South Station. Developing those three scenarios further would be wise.

TransitMatters, a transportation advocacy group in Boston, suggests there are also ways to wring more out of the existing station, with operational changes that would add capacity without the need to expand the station itself. On Thursday, it issued a report saying that by reworking tracks around the station, upgrading the signals and electronics, and raising speed limits, the T can move more trains through the station area.

Given how much effort so many people in state government have put into South Station expansion plans, the inertia at Fort Point Channel must be frustrating. If by some miracle a deal with the post office comes together, the state can always put expansion back on the table. But at this point, who'd be willing to take that bet? The state needs better rail service, and an immovable post office can't become a reason not to deliver it.

C R E S C E N T L A N I D R A C O D E L X
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 CONGRESSIONAL

CONNECTICUT YANKEE
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 GARDEN STATE SPECIAL
 HERALD SQUARE
 ILLINI
 LAKE CITIES
 LA SALLE
 MAPLE LEAF
 MOHAWK
 MOUNT VERNON
 NIGHT OWL

NORTH STAR
 PATRIOT
 PIONEER
 POTOMAC
 RADISSON
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Your Name: _____

WHATEVER HAPPENED TO...

Quincy Station

WHAT IS IT?

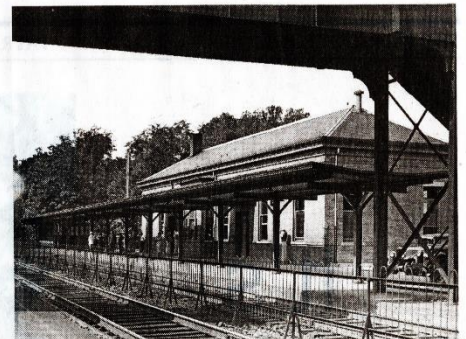
Long before the Red Line and the commuter rail, taking the train into Boston on the Old Colony line was a way of life for local commuters. In Quincy, commuters had several stops to choose from, including one in Quincy Square.

LAST WE HEARD

The Old Colony Railroad began service in 1845, with former President John Quincy Adams and U.S. Sen. Daniel Webster among the passengers on the first train to Plymouth. The service was taken over by the New York, New Haven and Hartford Railroad at the end of the 19th century. The Quincy Station, one of five in the city, was located between Saville and Depot streets, a block west of Hancock Street. The rectangular brick station underwent improvements in 1932, including new canopies to protect passengers waiting on the platform from the weather. The interior of the building was spartan, with hardwood floors and benches and ticket windows. Service on the Old Colony line ended in 1959, and attempts to revive it were dealt a major setback when the wooden railroad bridge over the Neponset River was destroyed by a fire the following year. The fire was started by sparks from a freight train's brakes.

WHAT'S HAPPENING NOW?

The station stood empty for nearly a decade until it was torn down in January 1969 to make way for the Quincy Center Red Line station, which opened in 1971. Commuter rail service returned in 1997.



■ The Old Colony Quincy Station in 1937.

FILE PHOTO