



# The Semaphore

David N. Clinton, Editor-in-Chief



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Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Herald</u> Reporter.....	Jim South
Boston <u>Globe &amp; Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
Mid-Atlantic News.....	Doug Buchanan

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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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### CLUB OFFICERS

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**ON THE COVER:** Don’t forget to support this fund-raising event!  
(photos by Joe Dumas)



## FORM 19 ORDERS

### FALL SHOW AND OPEN HOUSE

Saturday, October 26<sup>th</sup> 9 a.m.- 4 p.m.

Sunday, October 27<sup>th</sup> 10 a.m. – 4 p.m.

### OCTOBER B.O.D. MEETING

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

### NOVEMBER BUSINESS MEETING

Monday, November 4<sup>th</sup> 8 p.m.

### OFFICIAL OPERATIONS

Sunday, November 10<sup>th</sup> 11 a.m.- 4 p.m. w/lunch

### NOVEMBER NEWSLETTER DEADLINE

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

### NOVEMBER B.O.D.

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

### TRAINS 'N TURKEY

Wednesday, November 27<sup>th</sup> 10 a.m.-

## CONTESTS

Congratulations to “Ye Ed” on winning this month’s 50/50 raffle!

Al Taylor has a “Word-Find” puzzle (in last month’s issue), 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

Show week! Hoping for good show weather, and no storms. Hoping for a good turnout, but the visitors I don’t want to see are the electronic gremlins that like to fool around with our DCC system and give us problems. Still time to get out flyers and signs which all help to get people through the doors.



The Benchwork Committee has assembled four of the five sections of the benchwork for the new area, that will replace the staging yards. I am looking forward to seeing those sections being up on legs and bolted together, so we can layout the sub-roadbed and the harbor floor and get it ready for roadbed--then it will seem like real progress.

The new staging yard is being used this show for the first time for storage of complete trains, that were on the railroad but would not be used during the show. A great benefit as the trains don’t have to be removed and stored off the railroad--a lot easier for the Operations Committee for our “ops” in a few weeks.

That’s it for this month, as always your questions or comments are always welcome.

Fred Lockhart  
Chief Engineer

## DCC & EQUIPMENT TUNE-UP CLINIC

No clinic this month but **our next Clinic** will be **Thursday, November 7<sup>th</sup>**. Sign-up sheet on Bulletin Board. All are welcome!

## SEMAPHORE MEMORIES

### OCTOBER 2014 (5 years ago)

• “Gateway Program” introduced to repair damage to Hudson River and East River tunnels, following “Superstorm Sandy” in NY and NJ.

• CP announces it has a potential buyer for the ex-D&H property—Norfolk Southern.

• US Dept of Interior names New Orleans’s “St Chares Avenue Streetcar Line” as a National Historic Landmark; the oldest continuously-operating streetcar line in the world.

• Work-end is in sight replacing the “fixed termination” catenary to “constant tension” catenary along Metro-North’s section of the Northeast Corridor.

• After a 2-year absence, the MBTA announces that weekend service will return to the Greenbush and Plymouth/Kingston Old Colony lines.

• Two companies bidding for new Orange and Red Lines subway cars contract: Hyundai Rotem (S. Korea) and CNR Changchun Rail Vehicles (China).

• CP approaches CSX about a merger and is rejected.

• Cape Breton & Central Nova Scotia Rwy (a G&W company) looks to abandon most of its track on Cape Breton Island.

• Fairmount Commuter Rail Line gets improvements and more frequent service.

### OCTOBER 2009 (10 years ago)

• NS releases first 1,500 HP switcher powered by rechargeable lead-acid batteries.

• California’s Metrolink commuter railroad first to install both inward- and outward-facing cameras in loco cabs.

• GE ships first “PowerHaul” series loco to the UK; their first entry to the European market.

• The Poughkeepsie Bridge “Walkway over the Hudson” opens as a 212-foot state park above the Hudson and is 1.25-miles in length. 35 years after the New Haven bridge was closed by PennCentral, due to a fire.

• Athearn discontinues “Blue Box” line.

● Amtrak begins replacing transformers and other electricals at 40 substations on the Northeast Corridor; much of the equipment predates WWII.

**OCTOBER 2004** (15 years ago)

- Amtrak withdraws from mail and express business, sidetracking MHCs and RoadRailers.
- NHN's four GP9s sold to a railroad in Michigan.
- Horizon Hobby signs multi-year licensing agreement with U.P., after being sued by the railroad.
- Japan's Tokaido Shinkansen Line, the first "Bullet Train", celebrates 40<sup>th</sup> Anniversary.
- Cape Cod Central sells five of its ex-Long Island coaches to MA Call/Volunteer Firefighters Assoc.
- West Barnstable station completely repainted by inmates from Barnstable County Jail.
- MBTA token to be replaced by "debit-like" card; later named "the Charlie Card".
- Amtrak posts highest ridership ever at 25 million.
- Walthers introduces new line of Pullman Standard passenger cars.

● Voting on naming sections of first completed peninsula  
**OCTOBER 1999** (20 Years Ago)

- Long-time member Charlie Johnston passes.
- Welded rail being installed for up-coming Amtrak *Downeaster* service. (First train in December 2000.)
- WW&F Museum purchases Edaville steam loco #5 and rennumbers it to #10. Originally from Louisiana sugar plantation, loco served at "Pleasure Island" amusement part in Wakefield, MA.
- Amtrak's Acela hits 168 MPH on "Kingston Flats" (RI), setting new US record for passenger trains on regular track.
- STB rules 115-lb. rail sufficient for Amtrak to run *Downeaster* at 79 MPH on Guilford tracks.
- Worcester Union Station rehab completed.
- Cumbres & Toltec Scenic RR voids contract with George Bartholemew (of Edaville fame).
- MBTA doubles size of Middleboro parking lot, two years after service starts.
- RailAmerica acquires RailTex, creating world's largest short line/regional freight railroad operation.
- SSMRC group attends Conway Scenic "Railfans' Day" and rides first train to Redstone on ex-MEC Mountain Division.
- Edaville reopens, after being closed eight years, under three-man partnership.

**OCTOBER 1994** (25 Years Ago)

- My mom passes; my biggest "supporter" of *The Semaphore* and the "chief collator".
- Amtrak accepting bids for high-speed trains for Northeast Corridor.
- RailTex Company's Cape Breton & Central Nova Scotia celebrates one year of operating former CN line.
- Railway Age magazine honors late Amtrak president by establishing "W. Graham Claytor, Jr. Award" for railroaders and supporters.
- Santa Fe Pacific Corp. rejects unfriendly takeover bid from Union Pacific.

● EMD considers partnership with Super Steel Schenectady to build locomotives at the Upstate NY facility.

● Last year for NS steam program.

● Spanish-built "Talgo" train on demonstration run from North Station to Portland, ME.

**OCTOBER 1989** (30 Years Ago)

- New alarm system installed at the Club.
- South Station re-dedication after renovations.
- Bids for Delaware & Hudson RR made by Canadian Pacific, Delaware Otsego (Susquehanna) and Guilford; CP won the bid.
- Amtrak rebuilds its FL9s with "Dash2" electronics.
- Green Line trolleys return to Arborway Line, as far as Heath St., after being shut down in 1985 for reconstruction of tracks at Huntington Ave.
- France introduces World's fastest train in commercial service, with "TGV Atlantique" at 186 MPH.
- Canadian government cuts VIA Rail Canada's service by 50%.
- Amtrak's short-lived *Gulf Breeze* begins service from Birmingham to Mobile, Alabama.
- Connecticut D.O.T. begins "Shore Line East" service.

**OCTOBER 1984** (35 Years Ago)

- First SSMRC "Yard Sale and Open House".
- Amtrak and Santa Fe trade locos: SDP40Fs for CF7s.
- End of first year of Cape Cod & Hyannis RR service Braintree-Hyannis, with over 20,000 passengers carried.
- Soo Line buys the Milwaukee Road.
- P&W buys Worcester-Gardner B&M line.

**POTPOURRI**

**THE MBTA** Fiscal and Management Control Board has awarded Hyundai Rotem a \$US 278.6m contract to supply 80 double-deck coaches for the Boston commuter rail network. The order, which is being funded by the Commonwealth of Massachusetts, will enable MBTA to replace single-deck coaches and increase fleet capacity by more than 14,000 seats. The push-pull coaches will be equipped with LED lighting and Positive Train Control. A Notice to Proceed will be issued to Hyundai Rotem next month and deliveries will take place between September 2022 and June 2024. (RA)

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**IOWA PACIFIC HOLDINGS** appears to be holding a fire sale of equipment following a series of recent financial troubles. A batch of new listings on rail equipment brokerage site Ozark Mountain Railcar appeared over the weekend offering a minimum of

33 pieces of Iowa Pacific equipment for sale, including locomotives and rolling stock from different past and present Iowa Pacific operations around the United States. Included in the list of equipment are several vintage diesel locomotives, passenger equipment, and even two steam locomotives. All the equipment listed for sale is noted to be "free and clear of all liens and encumbrances." The list includes:

- Electro-Motive F9PH Nos. 1101 and 1102 from the former Santa Cruz & Monterey Bay operation in California;
- Electro-Motive GP9 No. 88 and GP38-2 No. 2 from Oregon's Mount Hood Railroad;
- Electro-Motive BL2 Nos. 52 and 56 from the Saratoga & North Creek operation;
- Electro-Motive E8A Nos. 807 and 808 from the Saratoga & North Creek operation;
- Former Southern Pacific Baldwin 2-6-0 No. 1744 and former Lake Superior & Ishpeming 2-8-0 No. 20 from the San Luis & Rio Grande in Colorado;
- Former Delaware & Hudson Alco S3 No. 821;
- Full length dome cars: Nos. 1394 Prairie View; 508 Canyon View; 509 Cascade View; 510 Sunset View; 512 Alpine View, and 551 Sky View
- Four coaches, a kitchen car, a table car, and an entertainment car from the Mount Hood operation;
- Four former Long Island Rail Road commuter coaches.(RailfanLegal)

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**HOW CAN YOU QUICKLY CREATE** a U.S. fleet of hybrid heavy-haul locomotives? The answer, it Wabtec officials seem to say, is by creating an all-electric unit that can be mixed into a consist with existing conventional diesel-electric power. That's the idea behind the battery-electric locomotive, branded as FLX Drive, that Wabtec is now building for a test on BNSF Railway routes in California. The locomotive is expected to be delivered in late 2020 and begin testing in early 2021 on a 350-mile stretch of the BNSF between Stockton and Barstow, Calif. The unit is being built on the core of a Tier-2 locomotive that GE Transportation previously used for liquified natural gas testing. It will use lithium-ion batteries already used in automotive applications — although it will take a whole lot more of them to power a 430,000-pound, 4,400-hp locomotive than it does to move your average Prius. Approximately 20,000 battery cells will be mounted in 20 racks of batteries in the back half of the locomotive. The locomotive can be charged both by plugging into a charging station —

estimated charge time will be 4 to 8 hours — or through the regenerative energy of dynamic braking. It will have a fully equipped cab and will be able to operate independently — the estimate is that it could run on its own at full power for about 45 minutes — but the testing will focus on its use in a multi-locomotive consist, and it is envisioned that, in testing, it will be the second locomotive in that consist. Beyond the test, Peters said, it remains to be determined how much battery storage will be ideal for such a locomotive, and even exactly a production model's best appeal to the market will be. In addition to being used to save fuel, it could be used to produce zero-emission miles where the diesel units are taken off lone and the battery locomotive carries all of the power load. Or it could be used to boost power and increase the speed of a train. (TN)

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**AS NEGOTIATIONS** to operate passenger trains on tracks from Saratoga to North Creek, N.Y., continue, the future of tracks running north from North Creek to Tahawus got cloudier this week when the New York state Department of Environmental Conservation asked the Surface Transportation Board to issue a Certificate of Interim Trail Use for the northern section. The request is part of the conservation department's effort to have the track declared abandoned. The track in question is owned by Iowa Pacific Holdings, which had operated the Saratoga & North Creek Railway on the southern portion until it shut down in 2018. Iowa Pacific had used the northern portion to store freight cars for other railroads, until opposition led to their being removed. DEC filed its original abandonment request in Sept. 2018. As Iowa Pacific negotiated with OMNitrax to sell the tracks, the request had been stayed. OMNitrax recently said it was unable to reach agreement on a sale, leading to the state's renewed effort to seek abandonment. Union Rail has been negotiating with Warren County, N.Y., to run passenger trains on the southern portion of the track that the county owns, and has indicated it would also consider running freight trains to the abandoned titanium mine at Tahawus, which contains tailings that can be sold. It is unclear whether the state wants to tear out the northern tracks if it is successful in its abandonment effort. (TN)

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**A FORMER READING** GP-39-2, one of the last new locomotives delivered to that railroad just

months before the Conrail takeover, has arrived at the Reading Railroad Heritage Museum. CSX Transportation donated No. 4317, built as Reading's No. 3412, which is in full CSX paint but will be repainted in the Reading green and yellow as soon as time and funds permit. In reality, the locomotive, built in December 1974, was owned by CSX predecessor Chessie System and leased to the Reading. When Conrail came into existence, the 20 Reading locomotives were allocated to the Delaware & Hudson, which eventually purchased them from the Reading estate. When Canadian Pacific bought the D&H, the locomotives were returned to CSX, which held the financing paper. (TN)

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**STEAMTOWN NATIONAL HISTORIC** Site has removed its Big Boy locomotive from public display to perform cosmetic restoration and repainting of the Union Pacific 4-8-8-4. Visitors will not have access to the locomotive during the project. Steamtown's locomotive, No. 4012, is one of just eight Big Boys preserved nationwide and the only one in the eastern U.S. Always a popular attraction, public interest in the locomotive has increased with the return to operation of sister locomotive No. 4014, which earlier this year participated in 150th-anniversary ceremonies of the completion of the Transcontinental Railroad and is currently on a 60-day tour of western and southern portions of the Union Pacific system. (TN)

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**FULL DINING-CAR SERVICE** has come to an end on most Amtrak routes in the eastern U.S., with Tuesday's arrival of northbound train No. 20, the *Crescent*, with dining car *Nashville*, marking one of the final arrivals for a train offering food prepared on board. The *Crescent* arrived late at New York's Penn Station on Tuesday at 4:44 p.m. On Monday evening, the *Nashville*'s staff had prepared and served meals to sleeping-car and coach passengers as the train traveled north from New Orleans and Atlanta. By Tuesday morning, breakfast service had shifted to Amtrak's "Contemporary Dining" program of pre-prepared meals, available only to sleeping-car passengers. The *Crescent*, *Silver Meteor*, *City of New Orleans*, and *Cardinal* all made the switch to the "contemporary" program as of Oct. 1. Changes to dining service on the Lorton, Va.-Sanford, Fla. *Auto Train* won't come until January 2020. As of Tuesday, coach passengers on those four trains can only buy food in a café car. Sleeping-car

passengers, whose meals are included as part of their accommodations, will receive meals heated on board that they can eat in the dining cars, staffed with an attendant assigned to the car, or in their room. Each meal will be served on plastic plates and accompanied by a salad and brownie. (TN) Amtrak's Anderson sucks...no other way to put it!-Ed.

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**ONE OF THE COUNTRY'S SMALLEST** and oldest steam locomotives was doing its best to grab the spotlight this weekend, even as two of America's largest and most modern steamers — Union Pacific Big Boy No. 4014 in Wyoming and Norfolk & Western 4-8-4 No. 611 at Pennsylvania's Strasburg Rail Road — were attracting crowds. On Friday night, 3-foot gauge Denver & Rio Grande 4-6-0 No. 168 ran for the first time in 70 years, following an



extensive restoration at the Cumbres & Toltec Scenic Railroad. Friday's test run consisted of a brief trip around the Antonito yard. C&TS Assistant General Manager Stathi Pappas says the 136-

year-old Baldwin locomotive was being fired up again on Monday for another test. "The test went great," Pappas says of the locomotive's first run since 1938. No. 168 has been under restoration for the last few years and will be matched up with a set of historic wooden passenger cars currently under construction to replicate the Rio Grande's *San Juan Express*. The completed train will likely be one of the highlights of next year's 50th anniversary celebration of the C&TS. (TN)

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**THE FIRST RED LINE** pilot cars have made the more than 7,000-mile trek from Shanghai, China, to South Boston, arriving at the MBTA's Cabot Yard on the 8<sup>th</sup>. The arrival of the six pilot cars is the next step in the T's \$1-billion overhaul of the Red and Orange Line fleets. The T plans to replace all Red Line trains with more than 250 new cars and all Orange Line trains with more than 150 cars by 2023. The Red Line cars will increase capacity on the line by 50% and will be built in a new factory built in Springfield, MA. (PL)

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**MASSACHUSETTS D.O.T.** Secretary and CEO Stephanie Pollack said this week that the



Massachusetts Bay Transportation Authority may extend its contract with Keolis Commuter Services for two years, a reversal of her previous position regarding the contract operator of MBTA commuter trains. Because of a number of proposals that would dramatically reshape MBTA commuter service — concepts ranging from significant increases in off-peak service to system electrification, with price tags ranging from \$1.7 billion to \$28.9 billion — it may not be possible to redefine the terms for a new operating contract before the current agreement with Keolis expires in 2022. Until the new plans can be completed, Pollack told the magazine, “We might have to look at exercising one of the extensions that is built into the contract.” Pollack had said in 2017 she did not want to renew the contract because of concerns about Keolis’ performance and the desire for a fresh start. (TN)

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**PRECISION SCHEDULED RAILROADING** favors stockholders over shippers, has not improved service, and could ultimately lead to some form of re-regulation of the railroad industry, a Penn State University logistics professor contends. “As an outsider, I’ve been looking at PSR and trying to figure out what it is, what it does, and what it means for the future,” Peter Swan, associate professor of logistics and operations management at Penn State Harrisburg, told the North East Association of Rail Shippers on Thursday. Swan says PSR is an effort to eliminate unnecessary assets and work; strives to schedule trains to reduce the need for locomotives, crews, and freight cars; aims to smooth peaks and valleys in traffic by demanding that customers level-load their requests for service; and maximizes return on investment by cutting costs and assets while increasing revenue. PSR is not, Swan says, a system to offer precise transit time from pull to placement; does not schedule cars on specific trains; does not maximize value for customers; and does not recognize stakeholders other than stockholders. “This is a system for short-term gain for shareholders,” Swan says. That could change, he says, and some railroads are taking the needs of customers more into account than others as they implement Precision Scheduled Railroading. “But in reality, most of the railroads that have implemented Precision Scheduled Railroading have seen serious complaints from shippers regarding service,” Swan says. “It’s between this mismatch between what the railroad can provide with its asset-management efforts and

what the customer expects.” The lean approach to locomotives, crews, and cars means PSR railroads simply don’t have the capacity to grow or respond to increased demand from shippers, Swan says. The PSR railroads say the operating model championed by the late E. Hunter Harrison creates capacity by moving tonnage on fewer but longer trains. Fewer trains means less congestion on main lines as well as getting in and out of yards, they say. And that translates into faster, more reliable service, they say. Swan disagrees, saying that long trains destroy a railroad’s ability to run on schedule and that those trains wind up eating terminal capacity because they won’t fit into most yards. And local yards no longer have the capacity necessary to absorb volume swings, he says. Swan also was critical of railroads’ more restrictive demurrage and accessorial charges, which are designed to encourage shippers to load and unload freight cars more quickly so fewer cars are needed. The rules were changed so quickly, Swan says, that many customers were unable to adapt their facilities or production schedules and face a choice of rising rail costs or shifting traffic to more expensive trucks. Swan left the audience of shippers and railroaders with several questions. Among them: How can railroads grow or even maintain existing traffic with less capacity? What about surge capacity? How can railroads dodge their common-carrier responsibilities? And how long can federal regulators “permit the fleecing and betrayal of the shipping public to continue?”

Independent analyst Anthony B. Hatch told Swan he disagreed with almost every point in his presentation. PSR does not reduce capacity, Hatch says, it reduces assets. The Canadian railways have boosted capital spending under PSR, Hatch notes, and are outgrowing their American counterparts. Swan was asked about the inability of pre-PSR railroads to handle surges in demand, such as BNSF Railway on its Northern Transcon in 2013 to 2014, Union Pacific in the Gulf Coast in 2017 to 2018, and Norfolk Southern in the Southeast in 2017 to 2018. In each case, the railroads ran short of crews and power and coagulated under the strain of increased traffic. How were they any different than a PSR railroad? The answer, Swan says, is that BNSF, UP, and NS were all trying PSR-like tactics to keep their costs down. Canadian National has learned a lesson, Swan says, from underinvesting in capacity expansion on its key western corridor between

Edmonton and Winnipeg in 2016 to 2017. Traffic came on faster than expected and CN lines became bogged down in Western Canada amid a shortage of crews, power, and track. CN has since invested around \$400 million in each of the past two years to add power, crews, and mainline and terminal capacity to handle its growing intermodal, petrochemical, and agricultural traffic in Western Canada. (TN)

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**MORE THAN A DECADE AFTER** it was first proposed, construction of a 51-story tower atop South Station could soon start, now that its builders have lined up deep-pocketed new investors. The 655-foot-tall tower would include 175 condos on its upper floors and 768,000 square feet of office space on its lower and middle floors. It would sit on Atlantic Avenue between the main entrance to South Station's train terminal and an expanded bus terminal, rising from a deck above the tracks. (BG)

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**THE LEHIGH GORGE SCENIC** Railway announced it would cease operations in Jim Thorpe, Pa., as of November 25, a response to the borough's request that the tourist railroad begin paying an amusement tax and a lawsuit seeking back taxes. The Lehigh Gorge and its sister railroad, the Reading Blue Mountain & Northern, began operating trains out of Jim Thorpe 15 years ago, and owner Andy Muller Jr. indicated in a press release that the company would move the passenger operation elsewhere. The railroad currently offers a 16-mile round trip from Jim Thorpe through Lehigh Gorge State Park. Its schedule through the planned closure date offers with three trips on weekdays and seven on weekend in October, and Friday, Saturday, and Sunday operations in November. The freight business "is where we make our money," Muller said in the release. "I have offered passenger excursion rides to local communities as a way of thanking them for support over the years and to educate young and old in the glorious role railroads in this region played in our country's industrial revolution. "Since it is clear the mayor and borough council do not care about what we have done over the last 15 years ... I have decided to focus our energies on communities that want to work with the railroads. While I feel terrible for our loyal employees, our repeat customers, and Jim Thorpe merchants who have supported our excursion trains, there is no reason to stay where we are not welcome." The Times-News of Lehigh, Pa.,

reports that the borough collects a 5% amusement tax and the Jim Thorpe Area School District collects a 2.5% amusement tax, with those fees generally added to the ticket or admission price. In a lawsuit filed in September, the collection agency for the borough and school district said it seeks \$95,971.39 in back taxes for failure to pay the amusement tax in 2016 through 2018. In Wednesday's press release, the railroad said "it is not an amusement and will not pay any so-called amusement tax." The Lehigh Gorge will issue refunds for those who have already purchased tickets for its Santa Trains, and said that the closure does not affect Reading Blue Mountain & Northern passenger operations from other locations to Jim Thorpe. It plans to announce a new schedule of rides from other communities soon. (TN)

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**WISCASSET** Waterville & Farmington Railway steam locomotive No. 9 crossed the Trout Creek Bridge on Monday afternoon, its first trip across the current bridge, and its first trip to this location since late May 1933. More than 100 volunteers spent four days building track, reaching and slightly exceeding the goal of building 2,000 feet of new track on the roadbed of the original railway, which was abandoned in 1933 following a derailment. No. 9 had made a work train appearance on Sunday, bringing a flatcar with a length of rail to replace a rail that broke while being installed, and it carefully crept across the bridge to spot the car, but Monday's trip was a thank you to the volunteers who worked so hard over the weekend. The new track extends several hundred feet beyond the bridge, where a runaround track and turntable will be built to the new Trout Brook station. The area is a nature reserve with hiking trails, and cooperation between the museum and the Mid-Coast Conservancy has been an important element in the most recent track construction. The bridge, a Howe pony truss covered bridge, was originally used on a Boston & Maine branch line in New Hampshire, where it was damaged in an arson fire. It was saved from destruction by the National Society for the Preservation of Covered Bridges and was restored with a grant from the Historic American Engineering Record of the National Park Service. The society donated the bridge to the WW&F in





2017; the WW&F assembled the bridge and placed it across Trout Brook in 2018, and laid track across it in 2019. (TN)

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**STARTING OCT. 29**, only regular and prepaid credit cards and VIA Rail gift cards will be accepted to pay for food on board the Halifax-Montreal Ocean and all Toronto-Quebec corridor trains. Surprisingly, VIA is also eliminating cash purchases on trains serving remote regions between Montreal and Senneterre, Que., or Jonquiere, Que., and the Sudbury-White River, Ont., triweekly Rail Diesel Cars. “In response to a long-standing customer request, VIA is introducing an electronic payment terminal (that will) optimize frontline operations while streamlining our back-end food management systems,” VIA spokeswoman Marie-Anna Murat tells *Trains News Wire*. “Eliminating cash will make VIA’s onboard transactions more efficient, allowing our employees to spend more time serving passengers; this change reflects the transportation industry trend towards cashless transactions.” The company is “proceeding in a phased approach in order to ensure the successful implementation of this new system throughout our network,” Murat explains. Cash payment will still be accepted — for now — on the Toronto-Vancouver, B.C., *Canadian*, plus the Winnipeg-Churchill and Jasper-Prince George-Prince Rupert trains. (TN)

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**AMTRAK COULD SEE NOTABLE** financial gains from even a relatively slight improvement in on-time performance and significant gains with more substantial improvements, according to a report the passenger railroad has welcomed as an indication of the costs it incurs when host railroads fail to give its trains operating priority. The report by the Amtrak Office of Inspector General estimates the passenger carrier could see \$12.1 million in benefits from just a 5% improvement in overall on-time performance, and at least \$41.9 million annually if trains reached a 75% on-time rate. In response, Amtrak’s Dennis Newman, executive vice president, strategy and planning, issued a statement saying the company appreciates the analysis of “the significant financial consequences of poor on-time performance ... which is primarily driven by delays caused by host railroads that own most of the rail lines used by Amtrak trains. The Amtrak OIG Report provides important information and recommendations with which Amtrak Management agrees and will implement in a timely manner.” Newman said the latest report, along with

an earlier estimate from the U.S. Department of Transportation Office of Inspector General of possible annual gains of \$136.6 million with better on-time performance in the Northeast Corridor, “illustrate the real financial impacts of late trains. Beyond that, they confirm late trains impact every aspect of our operations, from equipment usage and staffing, to trip-time competitiveness and reliability for our customers. Extrapolating the results over a five-year period, there is more than \$1 billion denied to our state and federal investors because Amtrak customers are not getting the reliable service they deserve and are lawfully entitled to receive.” (TN)

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

**TRAINS**

In Stein’s Shadow

Richard Steinheimer

Big Boy’s Midwestern Tour

Railfan Road

Along U.S. Rte. 220

Passenger

Food, space face a squeeze on Amtrak

Commentary

Richard Anderson’s Vision Thing

**RAILROAD MODEL CRAFTSMAN**

PanPastels for Easy Weathering

**MODEL RAILROADER**

News and Products

2019 National Train Show Report

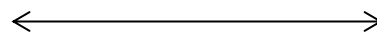
DCC Corner

Another Look at Stay-alives

**YANKEE** (Sept-Oct)

Back Tracks (p.118)

Ride the VTR from Bellows Falls to Burlington



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. Four of us rode (pedaled) on the “Rail Explorers” rail bike last month. It was a perfect day with great scenery and the one bike held all four of us. The 6-mile ride uses tracks of the Old Colony & Newport RR, an

ex-New Haven line. I highly-recommend this fun experience!



2. Because of our Show and Open House this coming weekend, this issue is one week early. We will return to regular publication date next month, the 4<sup>th</sup> Monday of the month.
3. Sign-up sheets are on the office window, ready for your name. Please consider helping out this weekend with one of our biggest fund-raiser of the year.

..... *David N. Clinton*

“For if you forgive others their trespasses, your heavenly Father will also forgive you.” (Matthew 6:14)

## MEMBER NEWS

Our condolences to **Rick Pearson** on the death of his dad, Joseph. Our thoughts and prayers go out to you, Rick.

Member **John Childs**, who recently moved to North Carolina, after retiring, was named “Honorary Member” at this month’s Business Meeting. John was one of the hardest working members, during construction of the interior of Bldg. 51 and is one of the members responsible for building E. Middleton. Thanks for all your help and expertise and congratulations, John!

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

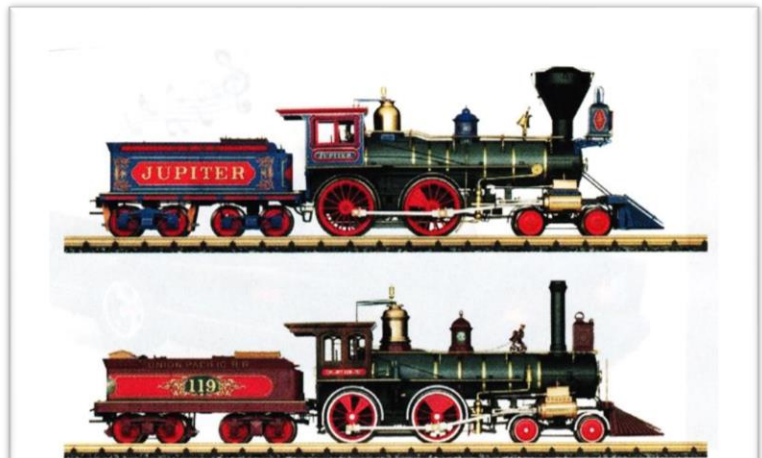
The following members have made it through another year and deserve congratulations on their special day:

- Tom Wylie ..... November 5<sup>th</sup>
- Fred Foley ..... November 17<sup>th</sup>
- Gary Mangelinkx ..... November 23<sup>rd</sup>
- Ed Bulman ..... November 29<sup>th</sup>



## RUNNING EXTRA

For the train enthusiast who has everything:



### The 150th Anniversary Golden Spike Railroad Set

**NEW** This is the railroad set and gold-plated spike that commemorate the 150th anniversary of the completion of the transcontinental railroad. The Central Pacific’s Jupiter and the Union Pacific’s No. 119 steam locomotives came together at the completion spot, marking the unity of the 1,776 miles of track. The included scaled-down replicas are crafted from metal, brass, and die-cast zinc, and painted to reproduce the colors and lettering of the original locomotives currently on display at the historic site. This limited-edition set (only 299 produced) includes a gold-plated reproduction of the golden spike that comes in a display box. 11” H x 21½” W x 119” L. (14 lbs.)  
 TP-13668 \$10,000 **FD**



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One of the new Red Line trainsets at Cabot Yard maintenance facility for testing. (Jeremy Cahill)

BOSTON SUNDAY GLOBE

EDITORIAL

9-29-19

# Mass. jobs at risk in subway legislation

**P**RESIDENT TRUMP AND congressional Democrats have finally found something they agree on: destroying a Massachusetts train factory and putting its employees out of work on the flimsiest of pretexts.

In coming days, Congress may pass bipartisan legislation that would make it virtually impossible for public transit agencies to buy subway cars manufactured by CRRC MA, a company based in Springfield. The White House has indicated its support, meaning it's up to the state's congressional delegation to stop the bill before it reaches Trump's desk.

The company, which recently invested \$100 million in a factory in the struggling city, has hired scores of union steelworkers and pays them \$110,000 in combined salary and benefits annually on average.

Those workers assembled the new Orange Line trains, which are just now beginning to appear on the tracks in Boston (to rave reviews from riders), and also have orders to build trains for the Red Line and for transit systems in Philadelphia and Los Angeles.

But none of that matters to a group in Congress that's fixated on shutting down CRRC MA because its parent company is owned by the Chinese government.

If passed, the legislation would punish any transit agency that buys from the Springfield factory in the future by withdrawing some of its federal funding, effectively preventing the firm from bidding on contracts for subway cars after it finishes its current orders.

Lydia Rivera, a spokeswoman for CRRC MA, said the legislation would doom the factory. "Upon completing our commitments . . . that facility will close, jobs will be lost, and you'll have this \$100 million facility in Springfield shut down."

At first glance, the legislation looks like sheer protectionism against a foreign-owned competitor — but it's not even that. In reality, there is no American subway-train industry to protect, and hasn't been for decades. Instead, the driving force behind the ban has been American freight railcar manufacturers, who worry that if a state-backed Chinese firm establishes itself in the American market for passenger trains, someday it'll expand into freight cars.

They've tried to manufacture a pair of national-security arguments to justify the ban, but neither passes the sniff test.

The first supposed danger is that the Chinese government could implant spy devices in the trains to track or eavesdrop on riders, creating "spy trains."

Now, reach into your pocket. You are probably carrying a Chinese-made smartphone, equipped with a microphone, a camera, and location-tracking capabilities. Odds are good you carry it with you at all times, including in private spaces; have used it to share highly personal information; and hold it directly in front of your face for several hours a day. How an American-made train — a public space that riders occupy for a few minutes a day, often in silence — gets singled out instead as a greater threat to privacy defies logic.

The other objection is that once China starts supplying America's trains, they'll have access to, and thus a measure of control over, our "critical infrastructure." Apparently riders are supposed to fear that once the T's in the clutches of the communists, anything could happen: Beijing could set tracks on fire, cause trains to derail repeatedly, and make signals go haywire for months at a time.

Never mind that the software the trains use isn't Chinese-made, and there's no evidence supporting any of those fears.

It's true that there are plenty of problems with China and its trade policies. But CRRC MA is a company that's doing it right — hiring an American workforce and building trains that comply with "Buy America" requirements.

Losing the company would not only cost jobs in Massachusetts, but also leave one fewer competitor in the marketplace for subway trains, potentially raising costs for cash-strapped transit agencies. Congressional Democrats who demand action on climate change on one hand shouldn't be making it harder for localities to provide environmentally friendly mass transit options with the other.

The legislation isn't a done deal yet. The Massachusetts delegation — and anyone else in Congress who cares about public transportation — ought to make it a priority to stop the bill in its tracks.



New Orange Line cars sit on the production floor of

LANE TURNER/GLOBE STAFF

FROM THE EDITOR

RAILWAY AGE 9-19

# Koch Industries Crashes and Burns in Phoenix



**T**his just in: Voters in Phoenix, Ariz., have overwhelmingly defeated Proposition 105, a special-election measure that would have permanently prevented the city's Valley Metro light rail system from expanding.

Koch Industries, called the "toxic empire," "kingpin of climate science denial" and "Standard Oil of our times," orchestrated and funded the anti-rail proposition. This is not surprising. According to the University of Massachusetts Amherst Political Economy Research Institute, Koch Industries is one of the top polluters of America's air, water and climate. Koch's toxic output outpaces oil conglomerates Valero, Chevron and Shell. Combined, Koch businesses annually generate 24 million metric tons of greenhouse gases.

Koch Industries, founded by ultra-conservative multi-billionaires Charles Koch and his late brother, David, over the years has been funneling billions into political front groups like Americans for Prosperity, which then spread the Koch "wealth" around the country to the political campaigns of candidates opposed to public transportation, health care reform, climate change legislation—indeed, anything having to do with providing a better, more-sustainable life for the vast majority of American citizens.

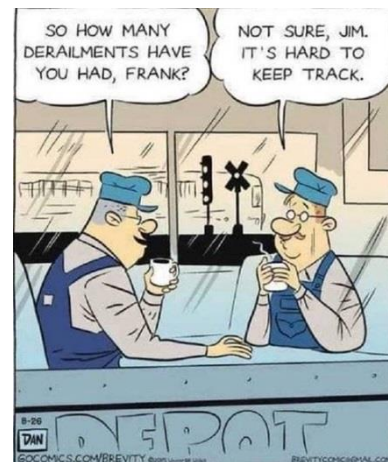
In Phoenix, the anti-LRT movement began in early 2018 when a small group of locals came together to form Building a Better Phoenix (BBP) to stop a Valley Metro extension into south central Phoenix. Their ill-conceived argument Reducing a four-lane road to two to accommodate LRT would decrease vehicle traffic and hurt local businesses, despite evidence to the contrary. BBP became a convenient conduit for Koch—with its deep, dirty pockets—to leverage opposition to the LRT extension into Proposition 105.

Koch's corrupt, sticky, stinky method of poisoning rail transit worse than the toxic trash the company and its putrid political influence dumps into America's environment has been successful in other regions. This time, it didn't work. Educated, enlightened voters saw through the Koch-funded smog and said *no* to Proposition 105.

Why? LRT in Phoenix has been a resounding success for the region. According to Valley Metro, since 2008, light rail has generated more than \$10 billion in private and public investment along LRT corridors. Ridership has far-exceeded projections. Rail transit has helped urbanize Phoenix, and is helping the region meet its climate goals. As a result, public awareness of rail transit's benefits has grown with support for continued expansion.

Koch's vipers may have slithered back into their pits. But they'll be back, in force someplace else. Be prepared.

*William C. Vantuono*  
WILLIAM C. VANTUONO  
Editor-in-Chief







### BOSTON & MAINE 4268 GETS DONOR ENGINE

Years of planning and dreaming came to fruition for members of the 470 Club when the EMD 567 prime mover they purchased six years earlier was finally installed in Boston & Maine 4268 on November 10. Originally built as F7 demonstrator EMD 930 in 1949, the unit toured the western roads before it was acquired by B&M.

Through displayed at the Conway Scenic Railroad in North Conway, N.H., since 1993, the engine belongs to the club. Purchased as an empty shell from a private owner, it was restored into its original B&M maroon and gold paint scheme. Almost immediately, members began dreaming of a full mechanical restoration to pair the B&M 4266, an operational F7 owned by the club and leased to Conway Scenic. The first big step forward came in 2011, when the club purchased New Hampshire North Coast 1757 as a parts donor. Through that unit was a GP9, its EMD 567 prime mover was compatible with 4268.

Last April, 4268 was removed from its longtime display spot near the freight house and moved into the roundhouse to be inside for the installation of donor parts. While the prime mover and air compressor could be salvaged from the 1757, it wasn't until recently that a fully rebuilt D12 main generator was secured from S&S Leasing in Alabama. Under direction of Project Manager George Small and Assistant Director Cory Fothergill, work began on removing the air compressor, main generator, and prime mover from the 1757 from transplant in 4268.

On November 10, 2019, with the aid of a crane, all the major donor items were installed. New glazing was also installed in the cab with plans to replace some of the clouded side pieces. Major tasks remaining include connecting the radiators and plumbing as well as a total renovation of the electrical system. One of the final steps includes exterior painting, which is being done when roundhouse time is available. The club is working toward a goal of having the locomotive returned to active service on Conway Scenic in 2020.

An update since this article has been written. Currently the whole unit has been painted by a group of volunteers before the annual Railfan's Day at the Conway Scenic. Highball Graphics came in and put the vinyl on the unit and front nose herald was outsourced by a private vendor. On August 31st, the CSRR rolled it onto the table for the general public to see. It was used in the nighttime photo shoot which commenced that evening. More will come on this milestone in a future article with pictures. Stay tuned!

## Late night trains serving S. Shore to start next week

By Joe Difazio 10-19-19  
THE PATRIOT LEDGER

BOSTON — South Shore residents will soon be able to take the train home after a late-night concert in Boston or a notoriously long Red Sox-Yankees game.

The MBTA is beginning late-night commuter rail service on the Greenbush, Kingston/Plymouth and Middleboro/Lakeville lines, pushing the time for the last train leaving Boston past 11 p.m. The new schedules are set to go into effect Monday night.

"I think this will be a very good option for people that want to leave a car closer to home," said Richard Prone, who represents Duxbury on the MBTA Advisory Board.

Prone, who has been fighting for the later service for years, said that being able to come home later at night should further encourage people to take public transit into Boston.

MBTA General Manager Steve Poftak committed to



FILE PHOTO

■ Starting next week, MBTA commuter trains will add later night service to South Shore lines.

the plan in May and said he would review the schedule changes after a year to see whether its expectations for ridership hold up.

Under the new schedule, the last Greenbush line train will leave Boston at 11:20 p.m. every night. The last

Kingston/Plymouth line train will leave at 11:40 p.m. Monday through Friday and 11:30 on weekends. The last Middleboro/Lakeville line train will leave Boston at 11:30 p.m. Monday through Friday and 11:40 p.m. on weekends.