

The Semaphore

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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. ©2020
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|---------------------|-----------------------|
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BILL OF LADING

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ON THE COVER: Maine Central westbound freight RY-2, Rigby Yard (S. Portland) to St. Johnsbury, VT crossing Rte. 16 west of Bartlett, NH. One of the MEC’s “Independence Class” U18b locos is leading two GP38s on the twice daily through freight on the “Mountain Division” through Crawford Notch in the White Mountains. Lower picture: Crossing “Frankenstein Trestle” approaching the Notch. (DNC 8-78)

FORM 19 ORDERS

JUNE BUSINESS MEETING (ZOOM)

Monday, June 1st 8 p.m.

ANNUAL BUSINESS MEETING (ZOOM)

Monday, June 1st 8 p.m.

JUNE NEWSLETTER DEADLINE

Saturday, June 20th

CONTESTS

For the **JULY Business Meeting**: See Roger St. Peter's first attempt at a "Word-Find" puzzle—here's one that Al Taylor can enter! This is a very difficult puzzle. Don't forget that the names can be found up, down, left, right and diagonal up & down. Good luck!

CHIEF'S CORNER

Fred Lockhart

Here we are another month down the road with this Pandemic. Usually I report on the progress being made on the railroad, well this is a "NO REPORT". I did get over to the club earlier this week with some cans for Ron. No one else was there, so I stayed awhile and got some of the track centerlines laid down on that new section we had been working on. That will give us a head re-start on putting down roadbed, when we can get together to work on it again. I'm not aware of any other activity on the railroad other than some members getting by to run trains.

Most members are like me: have been working on their own projects that have been on the shelves for a while. Like me, everyone is looking forward to when we can freely go about our business, including getting to the club.

That is it for this month; all of you stay safe and healthy.

Fred Lockhart
Chief Engineer



SEMAPHORE MEMORIES

MAY 2015 (5 years ago)

- Dennis Hart passes.
- N&W #611 to pull its first passenger train since rehab, 65 years to the date it was built by Roanoke Shops.
- Chinese Company CNR-MA purchases property in Springfield to build MBTA Red and Orange Line cars.
- NS purchases 283-miles of track in PA and NY from the Canadian Pacific; ex-D&H, LV trackage.
- NS unveils SD60E #911 painted to honor country's first responders.
- Reading Northern #2100 moved to Cleveland, OH, with plans on restoring to operating condition.
- Work on "Thomas Land" at Edaville Theme Park expected to be completed for August opening.
- Bob Farrenkrop joins SSMRC.

MAY 2010 (10 years ago)

- Amtrak tests biofuel in P42 locomotives.
- Pan Am considers purchasing CSR FP9 locomotives.
- MBTA launches "Rail Radio" on 1630 AM, so commuters can hear real-time up-dates on arrival times.
- CSX plans \$100-million expansion of freight yard in Worcester to accommodate double-stack trains.
- Spanish train manufacturer Talgo to assemble four trainsets at a closed Milwaukee auto parts plant.
- Amtrak's *Pacific Surfliner* service celebrates 10 years of operation from San Diego to San Luis Obispo.

MAY 2005 (15 years ago)

- NY D.O.T. Commissioner Joseph Boardman confirmed to lead U.S. Federal Railroad Administration.
- TTX (Trailer Train) celebrates 50th Anniversary.
- Amtrak forced to remove all *Acela* trainsets to replace cracked brake discs.
- Conway Scenic RR purchases ex-QBT #21 & #23 (U23b locos).
- Maine Eastern begins excursion service between Brunswick and Rockland, with stops in Bath and Wiscasset, using ex-New Haven FL9s painted in the handsome ME green and white.
- Alaska RR unveils two custom-designed bi-level dome cars for operation on *Denali Star* trains.
- BNSF takes delivery of first new locos from GE, with forward-facing video cameras.
- MBTA launches new automated fare collection system, called "Charlie Ticket" at Blue Line Logan Airport station; first of eight to get new equipment.
- 11 SSMRC members visit and ride "speeders" in Wolfeboro, NH.

MAY 2000 (20 Years Ago)

- Town of Hingham signs deal with MBTA to drop lawsuit against Greenbush Line, in return for 800-ft tunnel under Hingham Square.
- Amtrak sells F40PH locos to BAR, which rebuild them into freight locos, designated FPH40Q.
- P&W opens new \$1.8 million locomotive repair shop in Worcester.

● CPR spending \$1 million to restore 4-6-4 #2618 to serve as an “ambassador” for the railway; “repatriated” from Steamtown.

● Honorary Member Kurt Kramke receives “Master Model Railroader” designation from the NMRA.

MAY 1995 (25 Years Ago)

● SSMRC receives “Educational, no-profit” status, after many years of work on application.

● Amtrak converts sliding doors in Horizon cars to “Dutch Doors”, as sliding doors fill up with snow and freeze during winter operations.

● Boston celebrates 100th anniversary of the First Subway, called the “Tremont Street Subway”.

● Amtrak service begins between Seattle and Vancouver, British Columbia, using Talgo trains.

● UP buys Chicago & Northwestern RR.

● MBTA buys two ex-B&M snow plows: #2740 & #46.

● MBTA purchases 100 low-floor streetcars from Breda of Italy.

● Conway Scenic RR runs first regularly-scheduled trains to Bartlett, NH.

● New England Central RR post profit for its first three months of the year and delivers first “profit-sharing” checks to its non-union workers.

● Amtrak gets green light from FRA for plans to electrify service from Boston to New Haven.

● Bombardier unveils plans for “American Flyer” high-speed passenger trains to be manufactured for Amtrak. Later called “Acela Express”.

● Amtrak establishes presence on World-Wide Web.

MAY 1990 (30 Years Ago)

● Bankrupt D&H sold to CP Rail for \$25 million.

● Draft Environmental Impact Statement on Old Colony Railroad Rehabilitation released by Federal government.

● French TGV sets record of 320 MHP.

● “Shore Line East” service begins between Old Saybrook, CT and New Haven.

● Boylston Street station on Green Line gets first comprehensive rehabilitation, since opening in 1897.

● Renovation of Boston’s South Station receives Boston Preservation Alliance’s 1990 award for best large-scale projects.

● MassCentral awarded State of Maine contract to operate Brunswick-Rockland ex-MEC branch.

MAY 1985 (35 Years Ago)

● Budd SPVs so unreliable that Amtrak deactivates propulsion power and pulls with CF7s.

● *Flying Yankee’s* 50th Anniversary celebrated at Edaville RR’s “Railfan Days”.

● MBTA purchases very last Budd RDC car made; purchased new by the Reading RR as #9152.

● San Francisco’s commuter lines run by Caltrain replace last hold-out for the FM “Trainmaster” locos with F49PH locos from EMD.

● Temporary station opens at South Station, while new “Intermodal Transportation Center” is built.

● Restoration of Old Colony service to Greenbush voted on positively by residents in Hull, Hingham, Cohasset and Scituate, as non-binding question on local ballots.

● Bidding war for Conrail by CSX and NS.

● President Regan calls for the elimination of Amtrak funding.

POTPOURRI

NORFOLK SOUTHERN’S decision to purge older locomotives reduces the size of its fleet by 22%, which executives say was made possible by the Precision Scheduled Railroading focus of moving traffic on fewer but longer trains. NS has removed 703 units from its fleet, topping the 500-unit target the railroad set during its investor day last year. The railroad’s TOP 21 operating plan includes blending different types of traffic — bulk, intermodal, and merchandise — into longer trains, which reduces locomotives. The railroad’s active fleet has shrunk to 2,801 units as of March 31, a 20% reduction from the 3,515 in use at the end of 2018. Some 606 units were stored at the end of 2018, a figure that grew to 1,022 by the end of last year as operational changes were rolled out. As it sells or scraps 703 older units, NS will retain 402 stored locomotives that will be available as a surge fleet, as well as being cycled into shops as part of the railroad’s ongoing DC-to-AC traction conversion program. Nearly 300 units were sold in the first quarter, with the remainder up for sale or scrapping by the end of the year. The team targeted removal of the oldest, least reliable, and least efficient of the locomotives and eliminated entire model lines, moving us to a more homogenous fleet of 10 models from 19. (TN)

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IT WOULD TAKE more than \$700 million to restore the former Esquimalt & Nanaimo Railway line on Vancouver Island, British Columbia, to operating condition suitable for a proposed commuter rail service, and another \$600 million to launch such a service, according to a government report issued Tuesday. The Vancouver Island Free Daily reports that the government study outlined a three-phase process for restoring the route. The first, to make the line suitable for two to four passenger trains and two to four freight trains per day, would cost \$326 million; the second, allowing four to eight passenger trains and four freight trains daily, would raise the cost to \$552 million; and the third, to

improve the right-of-way to optimal levels for commuter service, would bring the total cost to \$729 million. The actual cost of implementing commuter service to Victoria, B.C., would be another \$595 million. (TN)

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CANADIAN NATIONAL has filed suit against protesters in British Columbia who blockaded its tracks in February, seeking damages, a permanent injunction against blockades, and an enforcement order by police. The CBC reports that the suit against unnamed individuals who blocked its main line between Smithers and Terrace, B.C., on Feb 8-9 caused the railroad to suffer “significant economic damage” because the blockade affected traffic to and from the port of Prince Rupert, B.C., worth \$135 million a day. It was one of more than 30 blockades over three weeks that halted rail traffic across Canada in support of a First Nations protest over a planned gas pipeline, disrupting passenger and commuter rail traffic as well as freight movements. (TN) Good for them!-Ed.

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UNION PACIFIC has cancelled all planned steam activities in 2020, citing the uncertainty surrounding the COVID-19 virus and social distancing measures. Senior Vice President and Chief Administrative Officer Scott Moore said in a video message to members of Union Pacific’s Steam Club that the railroad is committed to operating in 2021. “We saw last year how much America loves the Big Boy, and what it can do as the giant, rolling ambassador of the Union Pacific.” (TN)

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AMTRAK WILL BEGIN restoration of *Acela Express* service on the Northeast Corridor as of June 1, with three *Acela* round trips between Washington and New York, as well as an increase of Northeast Regional service from eight to 10 frequencies daily. Trains will operate under measures to address coronavirus concerns, including a new requirement that passengers wear facial coverings, ticket sales limited to 50% of train capacity, and station signage indicating safe social distancing. (TN)

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VIA RAIL CANADA has written off the summer travel season for its long-distance overnight trains, the *Canadian* and the *Ocean*, extending their suspension until at least Nov. 1, 2020, and has suspended Sleeper class on its Winnipeg-Churchill, Man., train until the same date. VIA is using the suspension of service to accelerate an inspection

and modernization program for its heritage passenger equipment, and has found structural issues that need to be addressed. (TN)

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THE MBTA EXPECTS lowered ridership to continue for much of the next year, but nonetheless is beginning to plan for a return to full schedules. The Boston Globe reports the agency will increase service to allow social distancing as Massachusetts begins to emerge from its stay-at-home order. “We need as much service as we can provide, given the staff and vehicle fleets we have, because we’re going to carry fewer people so we can keep them spread out in our buses and in our vehicles,” state transportation secretary Stephanie Pollack told a teleconference meeting of the Fiscal and Management Control Board. Pollack is part of a panel on reopening the state’s economy, which is set to deliver a report on May 18. The MBTA has not yet set a date for increasing service. (TN)

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THE U.S. SURFACE TRANSPORTATION BOARD approved Canadian Pacific’s purchase of the Central Maine & Quebec, effective June 18. Canadian regulators had already approved the purchase of trackage in Canada. The STB approval of the purchase — officially by CP’s U.S. subsidiary, Soo Line Corp. — denied a request by the Springfield Terminal Railway, the operating unit of Pan Am Railways, for trackage rights over 43 miles between Northern Maine Junction and Brownville, Me., while imposing conditions protecting current employees. (TN)

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VERMONT RAIL SYSTEM will acquire “certain assets and operating rights” from New England Southern Railroad of Canterbury, N.H., to expand its operations, the company, which operates four short lines in Vermont and one in New York, announced on its Facebook page. New England Southern, a 39-year-old, 22-mile short line, operates in the Concord, N.H., area. It is the second time a sale of the railroad has been announced in little more than a year; a purchase in February 2019 by United Rail Inc. was announced but never completed. The acquisition is subject to approval by the Surface Transportation Board and the New Hampshire Department of Transportation. (TN)

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CHIEF EXECUTIVES OF 15 major transit agencies, including New York’s Metropolitan Transportation Authority, Los Angeles Metro, and

the Chicago Transit Authority, have written leaders in both houses of Congress to request \$32 billion in emergency aid to help address the financial fallout of the COVID-19 pandemic. Their letter says that since these agencies received aid under the first coronavirus aid package passed in March, “a fuller picture has emerged of ... losses from dedicated transportation revenue streams, such as farebox, sales taxes, motor fuel taxes, tolls, mortgage-related taxes and other user fees.” Those funding sources have taken “a massive hit,” the letter says. “Our systems will not be able to support the regions we serve without replenishing those losses. Our regions cannot recover without public transportation, and the nation cannot recover without resurgent economies in our regions.” Other executives co-signing the letter represent the Greater Cleveland Regional Transit Agency, King County (Wash.) Metro, Sound Transit, NJ Transit, Atlanta’s MARTA, Miami-Dade (Fla.) Department of Transportation and Public Works, BART, San Francisco Muni, SEPTA, Washington D.C.’s WMATA, and Cincinnati’s Southwest Ohio Regional Transit Authority. (TN)

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RESTORATION WORK has resumed on Western Maryland Scenic Railroad’s 2-6-6-2 No. 1309 after *Trains* magazine readers donated more than \$100,000 to the effort to restore the last steam locomotive that Baldwin built for domestic service. Diversified Rail Services crews began work Monday to prepare the giant Mallet for the last major step in its multi-year restoration, the long-awaited day in June when a crane company will set the boiler onto the two sets of drivers at the shop in Ridgeley, W.Va. When work ended last summer, the locomotive was more than 85% complete mechanically. As of Tuesday, of \$2.8 million spent on the engine so far, another \$180,000 is needed to complete the locomotive. An additional \$100,000 will be needed to pay for water, coal, and ash removal facilities. Built in 1949, No. 1309 operated until 1956, and its return to service at Western Maryland Scenic is seen as a breakthrough for the tourist railroad that carries forward the soul of the original Western Maryland Railway across 17 miles of mountain railroad, including world famous Helmstetter’s Curve. No. 1309 was steam tested twice in fall 2018. It was acquired from the B&O Railroad Museum in 2014, but funding issues and an employee’s theft of expensive machined parts set back the project. The railroad has since increased security. In operation, No. 1309 will be

the only articulated in regular operation in the Eastern U.S., and the world’s largest operating compound Mallet — that is, a locomotive that uses its steam twice to drive two sets of cylinders [Union Pacific Big Boy 4014 is a simple articulated]. (TN)

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DESPITE LIMITATIONS IMPOSED because of the current pandemic, the East Broad Top Railroad has been making steady progress in the three months since a new nonprofit foundation announced that it had acquired the narrow-gauge line. A small crew of employees has been hired, track work has begun, and one stall of the roundhouse has been converted into a modern workspace. All six of the railroad’s Baldwin-built 2-8-2 Mikado-type steam locomotives have been closely inspected, and two have been identified as candidates for early returns to service. Last week, contractors removed asbestos boiler lagging from both locomotives. One of the two, No. 16, has not been in service since the Pennsylvania shortline ended common-carrier service in 1956, but it had been shopped in 1955 and initial inspections have indicated that it’s in good condition. The other, No. 14, was used regularly during the railroad’s tourist era and was overhauled in the 1980s with help from the Strasburg Rail Road. (TN)

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THE MBTA HAS AWARDED a \$159 million contract for two new stations and other work related to its South Coast Rail project, which will extend the existing Middleborough/Lakeville commuter line and create lines to Fall River and New Bedford. Boston.com reports the contract, to Skanska DW White JV for stations in Freetown and Fall River, is part of Phase 1 of the project, which is to be complete by fall 2023 at a cost of \$1.047 billion. Up next for bids is a \$400 million contract to build four new stations, a layover facility, and 24 miles of track. (TN)

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THE FEDERAL RAILROAD ADMINISTRATION (FRA) first-quarter 2020 update on railroads’ self-reported progress on fully implementing Positive Train Control (PTC) by the Dec. 31, 2020 deadline shows that, as of March 31, 2020, the job is 98% complete. Nearly all railroads subject to the statutory mandate are operating their systems in revenue service or in advanced field testing, known as revenue service demonstration (RSD), with PTC technology remaining to be activated on only approximately 1,100 required route-miles. (RA)

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THE WHITE PASS & YUKON has received the second in its order of 10 new locomotives. National Railway Equipment E3000CC-DC No. 3001 arrived in Skagway, Alaska, by ship on May 18th and was offloaded and moved to the railroad's shops. The 3,300-hp locomotive, with an EMD 645 prime mover, joins No. 3002, which arrived in March. Narrow gauge diesels



being something other than an off-the-shelf product, the railroad coordinated with and tacked its order onto an order being built for Australia. Six units are scheduled to arrive this year, with four more coming in 2021-22. This is to be the last of the locomotives painted in the railroad's traditional green-and-yellow paint scheme; the rest are scheduled to be delivered in a new black-and-red design. The arrival of the new units allowed the WP&Y to sell four of its distinctive Montreal Locomotive Works DL535C locomotives to Colorado's Durango & Silverton. Two of those locomotives are scheduled to arrive in Colorado this year and two more in 2021. (TN)

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SARAH FEINBERG, former head of the Federal Railroad Administration and current interim president of New York City Transit, and Chris Koos, mayor of Normal, Ill., have been nominated by President Donald Trump for the Amtrak board of directors. Feinberg, 42, was named in February to succeed Andy Byford as the head of the New York subway and bus agency, and has been serving in that capacity since March 9. She was administrator of the FRA from 2015 and 2017 and also served on the Amtrak board at that time. The New York Post reports that Feinberg said she would continue in her MTA role since the Amtrak position does not require a significant time commitment. Koos, the mayor of Normal since 2003 and a member of the advisory board of Transportation for America, would become the only board member from the Midwest. "I'm very honored to have been chosen to do this," Koos told the Bloomington (Ill.) Pantograph. "Passenger rail has been so important to our community and I'd like to tell that story on a national level and build Amtrak into a transportation system that it has the potential to be." U.S. Sen

Dick Durban (D-Ill.) said in a statement that he had recommended Koos for the position, and U.S. Tammy Duckworth (D-Ill.) also issued a statement supporting the nomination. (TN) Well, it's about time that this President appointed Amtrak Board members that make sense for the future of the railroad! It's only been 3 ½ years.-Ed.

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KANSAS CITY SOUTHERN has unveiled a locomotive saluting "the heroes throughout our network and beyond— especially railroad employees," according to a Facebook post. SD70ACe No. 4009 wears a modified version of the railroad's "Southern Belle" scheme, and is lettered in English on one side and Spanish on the other, reflecting KCS operations in both the U.S. and Mexico.



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MBTA SERVICE will remain at its current reduced levels under the first part of a four-stage reopening plan for the state of Massachusetts, as well as the MBTA, released Monday by Gov. Charlie Baker. Boston.com reports rail service will begin to increase in the second phase of the program, with the Blue Line subway returning to full service, and other transit and commuter rail line seeing increased frequencies. Rail service will essentially

be returned to normal by the third phase, with two caveats: Green Line service will operate on a “full schedule as staffing permits,” and commuter rail will operate under a full schedule “modified, where feasible, to reflect changed travel patterns in COVID-19 new normal and workforce availability.” Phase two will start no earlier than June 8 and phase three no earlier than June 29, but those dates could be pushed back depending on public health data trends. (TN)

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DESIGN DETAILS for a proposal to replace a century-old Northeast Corridor bridge over the Connecticut River have been presented to harbor commissions in Old Saybrook and Old Lyme, Conn. The Connecticut Examiner reports Amtrak’s



proposal for the \$400 million project would replace a bascule bridge built in 1907 with a new bascule bridge 52 feet south of the existing structure. The Harbor Management Commissions in both towns were asked to determine whether the proposed project was consistent with their harbor management plans. Old Saybrook’s commission agreed with the proposal, with recommendations that two planned periods of river closure occur outside of boating season, and that Amtrak consider reuse of the current roadbed as a public access point. Old Lyme’s commission delayed approval, saying the plan was missing too many details. (TN)

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The government of Nova Scotia continues to subsidize a closed rail line on Cape Breton Island, but will do so at a lower rate next year, the CBC reports. The line, part of Genesee & Wyoming’s Cape Breton & Central Nova Scotia Railway, has been inactive since 2015, but the government pays to keep it available while development efforts continue for a container terminal at Sydney, N.S. The government had been paying \$60,000 a month, but has negotiated a new rate of \$30,000 a month for one year. Nova Scotia

Business Minister Geoff MacLellan had said he would need to see evidence of progress on the port project before continuing the subsidy, and indicated that development group Sydney Harbor Investment Partners has lined up significant funding. (TN)

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THE PIKE’S PEAK COG RAILWAY has begun rebuilding the famous 8.9-mile Colorado landmark railroad from the top down, with work remaining on schedule for a planned May 2021 reopening. Building from the top of the mountain downward avoids moving heavy equipment across the rail line as it is completed. Managers say that the economics did not support starting from the bottom. The railroad shut down in 2018 after management said it needed a complete rebuild costing as much as \$90 million, with some initial uncertainty whether it would be reopened. The railroad, the world’s highest cog railway, ascends to Pikes Peak at 14,115 feet. Its grades range up to 24% and average 12%. (TN)

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RAIL EXCURSION MANAGEMENT Co. has acquired three Amfleet cars, becoming the first private owner of the first cars built for Amtrak after its inception in 1971. The two coaches and a café car, built by the Budd Co. between 1975 and 1977, are of a type that remains a backbone of Amtrak’s equipment fleet. The history and importance of these cars cannot be overstated, says Railexco CEO Adam Auxier: “These are the cars we grew up riding, but more importantly these cars represent a sea change in American passenger railroading. We’re proud to showcase these cars as examples of the next generation of living, rolling railroad history.” The cars will be moved from an Amtrak facility on the east coast, and drafted into service almost immediately at a mid-western tourist railroad, the company says. Budd built a total of 642 Amfleet cars, based on shell of the Metroliner electric multiple unit it built for use on the Northeast Corridor by Penn Central and Amtrak, in two orders. There were 492 cars in the initial order; the remainder came in the Amfleet II order completed in 1983. (TN)

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NEW YORK’S ADIRONDACK PARK Agency has approved a plan that will remove 34 miles of rail line to create a multi-use trail between Tupper Lake and Lake Placid, while refurbishing 45 miles of track south of Tupper Lake to allow a tourist railroad to continue to operate. The rail line would be restored to operating condition by 2021, with the

rail trail opening by 2023, the Glens Falls Post-Star reports. The plan would bring to an end a long-running battle between the Adirondack Scenic Railroad and its supporters, who wanted the entire route maintained to allow the possibility of rail service to Lake Placid, and trail supporters. (TN)

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TWO OF THE FIVE conclusions in a study by the UMass Amherst Center for Economic Development state that a Palmer stop in an east-west rail line will open up an under-served region to passenger rail service and expand commuting capabilities. (JR)

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THE METROPOLITAN TRANSPORTATION Authority (MTA) announced an ultraviolet (UV) light pilot program proven to kill COVID-19, with the first phase set to launch on subways, buses and other New York City Transit facilities throughout the system early this week. The MTA pilot will deploy approximately 150 dual-headed mobile devices from Denver-based startup PURO Lighting to test and evaluate the efficiency and cost-effectiveness of UVC technology in a number of settings across New York City Transit including trains, buses, stations and occupational facilities, using strict protocols and procedures to ensure the safety of the employees and customers. After evaluation, the pilot's second phase will expand to Long Island Rail Road and Metro-North. UVC light is "an efficient, proven and effective technology for eliminating viruses, including SARS-CoV-2 that causes COVID-19, from surfaces in MTA's system. UVC is demonstrated to kill viruses in many other applications, including hospital operating rooms, urgent care clinics, universities and fire stations." The first phase of the pilot will focus on the feasibility of using UVC to eradicate COVID-19 in rolling stock, including car classes R188, R62, R46, R68, and R160, stations and yards at Corona, Coney Island, Jamaica and Pelham. Occupational facilities, including maintenance areas, crew rooms, operations and technology centers, and offices, will also be included in the pilot. (RA)

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AMTRAK'S NEXT-GENERATION Acela has achieved a testing milestone, reaching speeds up to 165 mph in testing at the Association of American Railroads' Transportation Technology Center Inc. near Pueblo. That is faster than the equipment's planned top operating speed of 160 mph. The new Acela prototype left Alstom's Hornell, N.Y., plant on Feb. 17 and is expected to continue testing for six more months before

returning to Alstom for installation of its interiors. Alstom is building 28 of the new Acela trainsets, with the first projected to enter service in 2021. (TN)

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AMTRAK IS LOOKING to hire individuals who will restore agent staffing at 15 stations in 12 states, responding to a congressional mandate to do so. The passenger railroad says in a statement that "These uniformed workers will be trained to assist our customers with booking and boarding trains, including helping with unaccompanied minors, carry-on baggage and providing information on the status of arriving and departing services. These employees will be scheduled to meet customers for all trains. The stations to regain agents are Tuscaloosa, Ala.; Texarkana, Ark.; Maricopa, Ariz.; Fort Madison and Ottumwa, Iowa; Garden City and Topeka, Kan.; Hammond, La.; Meridian, Miss.; Havre and Shelby, Mont.; Lamy, N.M.; Cincinnati, Ohio; Marshall, Texas, and Charleston, W.Va. (TN)

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CANADIAN NATIONAL has announced a new short-haul intermodal service designed to decrease truck traffic in the Halifax, Nova Scotia, area. In conjunction with the Halifax Port Authority, ocean carriers, and customers, the railroad will add service between its Moncton, N.B., intermodal ramp and the Port of Halifax — a distance of about 170 miles. The service will move container traffic that currently is handled by truck. (TN)

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

TRAINS

A Grande Future

D&RGW Narrow Gauge lines in Colorado

Steam, Stunning Scenery, Ghosts & Cat Named Cinders

Conway Scenic RR history and present day

493: Back from the Dead

Railroad Vision 2020: The Future of the Past

In My Own Words: "Highball"

RAILROAD MODEL CRAFTSMAN

Get Wrecked

K-10's Model Trains

Lessons Learned

MODEL RAILROADER

Make a Right-of-Way Fence

Mountains and Minute Man

Readers' Choice Awards

Really? (Check out these "models")-Ed.

DCC Corner

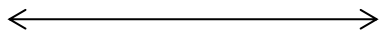
Block Detection, Why & How

On Operation

Whistle Talk

PASSENGER TRAIN JOURNAL

Conway Scenic Revives the Snow Train
Intercity/49 Years, Little Vision
Amtrak's *Valley Flyer*
An Amtrak Adventure—1979 Style



News sources: Boston Globe, Boston Herald,
Trains "Newswire", Railway Age, Progressive
Railroading, Railpace, RRE "Callboy", "The 470",
Patriot Ledger, The Journal Register.

EDITOR'S NOTES

1. This is the **third issue published** during the Covid-19 pandemic "lockdown". Boy, do I miss my collating group on these Mondays! Worse, though, is that I miss everyone at the Club--getting together and socializing and running trains. The first "Operations", after this sad time in our history, will be something real special...and I can't wait.
2. In the **column "What are You Doing?"** there are probably some folks that the newer members don't recognize. I opened this up to our hobby friends and past members, who follow us, even though they've moved (in some cases) far away:
Ross Hall was a 30-year member, who retired and moved to the Cape. He still comes up for all our Open Houses and occasional "Clinic".
Jim O'Brien (H), a long-time member, retired and moved back to his hometown area in Richmond, VA.
Tony Donatelli is a 40-year friend of mine, who lives in Scituate, RI, and has always been an SSMRC-supporter here at our Open Houses and at the "Big E".
Ben Saint-Cyr was a 10-year member, who moved to up-state New York, due to a job change and desire to move back to his home area.
Kurt Kramke (H), a long-time member and the only one I know to have gotten the "Master Model Railroader" designation, changed jobs and moved back to his hometown area in N&W country, which he models.

Thanks to everyone who contributes to this special section, even just hearing from you! I feel this is an important section, for we can see that we're not in this alone, even though we may live alone. We have a wonderful hobby...a life-long hobby that has a way of helping us forget all the statistics and bad news we see every time we turn on the TV. It helps us relax, be creative and proud of what we accomplish. It also gives us faith by seeing how many different projects are being done--that there are lights at the end of the tunnel...shining from passenger cars waiting for us to come out of the tunnel and hop on board to continue on our life journey from this pause in time.

..... *David N. Clinton*

"Believe you can and you're halfway there." (Theodore Roosevelt)

MEMBER NEWS

Our condolences to **Ron Clough**, on the loss of his mother, Jane, who was 96 years old. For many shows in the '90s, she worked the kitchen at our Shows and made her famous "Whoopee Pies" to sell. No matter your age, it is always difficult to lose your "mum", as Ron called her.

Our condolences to the family of honorary member "**Nick**" **Nickerson**, who passed away on May 13th from complications caused by Covid-19. Nick was a long-time member and left active member status several years ago, after developing Alzheimer's; he was voted an honorary member at that time. He still enjoyed getting The *Semaphore*, even though he couldn't read it, according to his daughter, Karen.

Welcome Aboard to our two newest members, voted in at this month's meeting: **Richard Grimm** from Hingham and **Eric Mercer** from Scituate. These two guys have been very active applicants and it's great that they are finally Regular Members; we are so glad to have you both join us!

Bill Garvey continues his rehab at the Brockton VA and **Coley Walsh** has moved to Lincoln Therapeutic Hospital in Sandwich. Please continue to pray for these two seriously-ill members, and

pray that all of our Club family stays healthy at this scary time in our history.

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:

Al Munn June 7th
Matt Sisk..... June 10th
Mike Dolan June 11th
Dave Clinton..... June 13th
Rich Herlihy..... June 14th
Savery Moore June 20th



Meanwhile, I've heard from quite a few folks on **WHAT ARE YOU DOING?** Here's who:

Al Taylor reports that he finished the step-stools for the visiting children, and sent a picture to prove it:



Nice job, Al, thanks for thinking of our little visitors!

Brendan Sheehan writes: "I am a secret shopper for my parents, only it's not that secret. I call them from work at BJ's, they tell me what they need, and I deliver on my way home! Of course they are paying me. They love the set-up; I love being able to 'get stuff' for them. My sister, who lives in Reading, is also in on the arrangement, only I deliver to Mom and Dad, and they deliver to her.

Temperature checked at beginning of each shift; social distancing signs all around; face masks are provided to we employees at beginning of each shift. An additional mask is provided if necessary. I'd say 99% of customers are face-masked. We are safe and open for business! Heck, we even have senior hour from 8-9 am (60 and up). There's always something for me to do! My work schedule has been about 30 hours a week, with Monday and Tuesday off. Yes, we are getting hazard pay; \$2.00 extra an hour."

Roger St. Peter has been working on additional projects for the "Museum" portion of our building. Here are his restorations and display for several donated number boards and a builder's plate we got from a B&M 44-Tonner:



They look nice, Roger! Our Museum is improving—even if we're not there! 😊



Bob England has been spending time alone at the Club working on the Narrow Gauge electrical panel, as well as getting "detection" for the NG "Y", which is out of sight. It would be nice if the NG could be part of Operations and this work surely will help make this step happen. Thanks Bob!

Stan Rydell is finishing up 11 Switch Machine relays that he has been working on. He's presently testing them and sending a signal through them to



make sure they have the proper polarity and show “red” / “green” on the indicator board. These are “fixes” for our aging Tortoise Switch Machines, as their flimsy foil contacts are wearing out after all these years of use. They still throw the turnouts, no problem because of the big DC motor, but the wipers on the foil contacts are not made for longevity. He sez: “Electrical isolation via insulation good! Personal isolation a necessary evil.”

Bob Farrenkopf: “This past month I have spent my time on my garden RR... cleaning switches and switch machines. Also had to replace a wireless LGB switch module that controls four switches; it was floating in its protective box. Also installed Tsunami 2 decoder in a B&M brass 2-8-4.”



Kurt Kramke: “Here are some photos of the layout in progress. I made a change with an upper level. I still have the town siding area with no helix, as I have a long enough run. I cannot connect them until I have my new 200 amp service to the house and I need to leave enough room for the inspection. I am also building Campbell bridges.”



Jeremy Cahill: “Here is an updated selfie of me working. I have been working up until this past Tuesday, May 19. I am taking the two weeks quarantine time they’re offering. I am not taking for the virus, but because Elsa’s gallbladder operation. So I am out taking care of her. So that’s what I’m doing now.” Good luck to you both for a fast and successful recovery!



Jesse Collins: “Me and Caleb can't wait to get back to the club. We hope everyone is doing well. Here are some of my 1:1 scale toys from Amtrak South Hampton Street Yard, S. Boston. Outside: 3 ACS64's and to the right a pair of P42's, back to

back, as the protect pair with a coach in the middle to run track speed. (Without the coach in the



middle they are limited to a restricted speed). In the full shop: 2 cab-bags; in the background another P42

and the 406, that is an aux 480V and aux air compressor, used for sets that sit in one place-- burns less fuel than



a P42's turbocharged V16. Also, a baggage car and a coach off frame. The 406 F-40: I love that colorful paint scheme as well.



“They have been using 406 as a control cab in place of the three or four



Downeaster cab-bags, that are being fixed/out of service for P.M. (Periodic Maintenance) and, yes, it was also used on the anniversary train (exhibit train) for aux power/air for doors/water and toilet functions. I will try and get a few pics of the 406 aux engine room way different than a normal engine room. I haven't



stopped work though this all. No shutdown for us just light/ modified schedules.”



Beautiful shot at sunrise, Jesse!

Fred Lockhart: “Since last month, I decided to redo the weathering on my first two NYC RS2s as the third unit I had done about a year ago came out better than the first 2. I also ordered some sound decoders and speakers for a couple others locos, but they haven't arrived yet and with the weather getting better, I have been doing some painting outside on the trim. I'm not bored.”



Gunny: “I am staying busy doing a lot of yard work. I cut down and stumped a 40' maple tree that split after it was hit with lightning. After it was struck, it had a 3- way split in it. I tried to save it by clamping it together but the split just got worse. The two trees were next to each other and the same size. I hated to cut it down but was concerned it would come down during a storm and did not want to take a chance on somebody getting hurt. I also have been helping my neighbors with various tasks around their yards. Last but not least, it is a good time to do the power washing and painting jobs.”



David Galbraith: “I have continued to finish the expansion I showed last month and have turned my

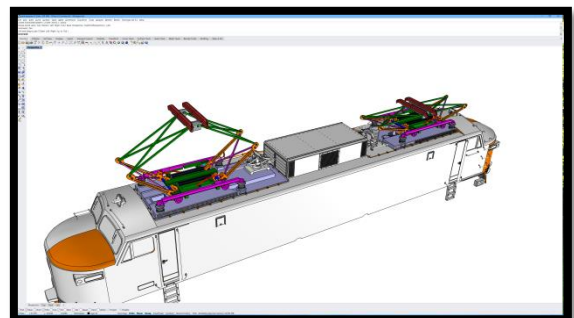
staging track into a city as it will continue to further expansion.”



Tom Wylie: “I have been driving to the office just about every day now. I work for a landscape company and obviously this is our busy time of year. I am in the office by myself or with one or two other people at the most so I don't have to worry about social distancing. One thing I have noticed, driving up route 3 in the morning there are a lot more cars on the road the last two or three weeks. There are even more on the way home in the afternoon. It no longer feels like driving on the Autobahn. I still have a train cam running on my PC and I listen for the horn and then watch the train roll by. It's also a reminder that the country is still in business if all that freight is getting shipped by rail.”

Ron Clough: “Due to the passing of my Mom on May 3rd, I haven't had much free time to myself or anything model railroad-connected, or basically anything else. My trips to Waltham have increased tremendously lately. I've spent a few days at home outside trying to decompress, enjoying the beautiful spring weather and catch up on much needed yard work. I stopped at the club today and I see that "they" swapped around the mower and snowblower and "they" did some mowing of the grass around the club. "They said "they" couldn't finish the mowing due to old age catching up. Hopefully "they" can finish it soon.” We all appreciate the landscaping “they” (you) do keeping our property looking “loved”, even at this time. Thanks, Ron!

John Sheridan: “I'm working on getting the Pantograph perfect for the New Haven EP5, that Rapido Trains will be producing.”





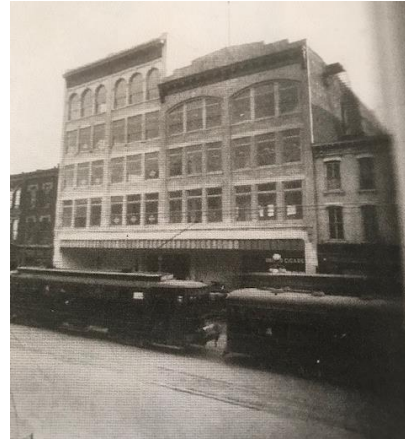
Doug Buchanan shared this beautiful picture: "Pool Point on the Clinchfield RR, south of Elkhorn City, KY and just before Breaks Interstate State Park".

Chip Mullen: "This what, month three of isolation? Seems more like three years. I have been working on an Intermountain ES44AC in a fantasy Atlantic Coast Line Paint scheme. Several years ago this engine suffered a catastrophic failure, when the motor suddenly froze while consisted with a couple other engines. The load in the frozen motor managed to fry the factory QSI decoder and so it was relegated to the long term project bin. I finally pulled it out last month and replaced the burned motor with a Kato motor, then installed a Soundtraxx Econami with ESU sugar cube speakers. Then I removed all the light prisms and installed LEDs for the head, tail, ditch, and number board lights. The last order of business was replacing the handrails which succumbed to the tender mercies of my Grandson some time ago. I obtained a set of custom metal rails from A-Line only to discover that the right side rails were actually formed for the left side as shown in the photo, so now I'm waiting for A-line to send me a replacement. I'm looking forward to finishing this project and running it in the not too distant future.....Hopefully."



Jim O'Brien: "I'm still hanging in there. Between playing golf twice a week and projects for the RR museum I'm able to stay somewhat sane. A group of us at the museum is building a section that depicts Broad Street in Richmond in the 1930's and my project is to build the city block that contained Thalhimers Department Store--pictured in the 1930

photo below. I purchase a laser cutting machine and it is amazing what it can do for the model RR modeler. I just finished the front wall of the main building, four more buildings to go. The last picture is the laser cutter. Give my best to the guys.



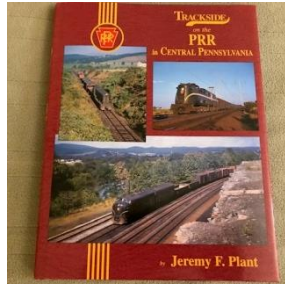
Ross Hall: "My new layout uses 2nd-hand trackage—all hand-laid Code 83, incl. turnouts, from a large basement, so there are good wide-radius curves with easements. The guy did



outstanding work, and I'm selectively recombining his pieces to create a working railroad in the garage space I have. The main line is an inner oval with connections to a local subdivision with multiple industrial spurs, 3 run-around sidings, a car-repair shop (rear left corner) and an interchange track. On the right beyond the side door is the old SSMRC Mineton branch back in service in the side alcove; the main and sub run straight through it. The roll-away section in front allows storage of my motorcycle; this is the last part to be tied in. The trick is to join the various sections (homosote on 1/2-in. plywood) with total smoothness. A lift-out bridge by the side door will use Atlas deck truss sections to replicate the B&M Merrimack River Bridge at Haverhill. Actually, I have enough

material for an upper level — we'll see about that once operating sessions begin.”

Ralph Weischedel: “Happily, I am still working from home full-time. With the time saved by not commuting, I continue to read books about the Pennsylvania Railroad. This month I read *Trackside on the PRR in Central Pennsylvania* by Jeremy Plant. It covers the area from Lancaster to Altoona, east to west, and as far south as York, PA. Many books include very short captions with their photographs; this has thorough descriptions, often one or two paragraphs in length, of the great photography. I also finished the 400-page volume, *Triumph VII: Northern Region*, which covers PRR lines from Williamsport to Sodus Point, NY, from Williamsport to Erie, PA, and from Oil City to Buffalo, NY. This focuses on the history of each line, with many photographs from the late nineteenth century up to and including Conrail.”



Jack Foley is doing some local railfanning and found clean-up work going on at the North Scituate Station.



Tony Donatelli sez: “Here’s the west end of Town of Midland--buildings are located in their final positions

and are being detailed before moving on. Still a ‘work in progress’.” Nice boxcar, Tony!

Mike Dolan writes: “Work from a couple of modules I combined to create a layout. Big building was scratch built using the DPM materials I used building Hudson Falls. Came out good. Used Dwarvin Fibre optics for the interior lighting. The first floor has a wood shop inside and the right bottom of the building has a Cafe all detailed. Trying to have some fun.”

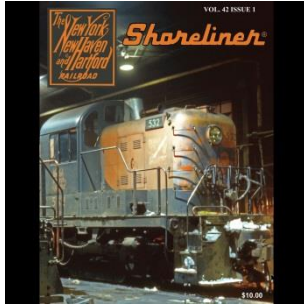


Ben Saint-Cyr: “I’m working from home right now, I hadn’t realized it was going to be so tough to do so. I have to eat healthy, no junk food or fast food. I have had my fill of Kale and Quinoa! I have gotten several projects completed that have been waiting possibly years for me to get to. My layout is coming along. I find I enjoy the building part more than operating it. Possibly because I’m alone and miss the enjoyment of others. I must be getting old. I have included some pictures; I know I have to get the fine details going. But that is the fun.”



Paul Cutler III: “Since last month, I have completed the work on re-gearing Paul Bonanno’s MDC/Roundhouse 4-4-2 Atlantic steam engine. I

reassembled the model, fixed it up, and it actually runs. *Hooray!* The next issue of the NHRHTA's magazine, the *Shoreliner*, has been completed and will be arriving in NHRHTA member's mailboxes shortly. The main article is about Brockton, Part 1 (of 2), with the secondary article about the NH's "Fight Cancer" advertising campaign from the early 1950s.



"After the magazine, I started working on the design for the NHRHTA's next T-shirt that we're going to be selling later.

"I've been to the club once and ran my new Rapido FB-2 engines around the layout for a couple hours to test them out. There were no problems and they both ran great with my Rapido RS-11's.

"Speaking of Rapido, I've been helping them out with "nitpicking" their rendition of the F-M H16-44 in NH as well as their MBTA "Comet" cars. This involves looking at pictures of the real thing, then looking at the 3D computer model and seeing what doesn't match. In the same vein, I've been trying to get Walthers to fix their artwork on the New Haven G-85 TOFC's they recently announced, as all the lettering on their NH model is incorrect.

"Outside of the hobby, dad and I have started planting vegetables in the gardens: peas, lettuce, radishes, and potatoes to start, with more to come later. We've also started scraping and painting one of the exterior walls of our house."

Ye Ed: When Rapido brought out their RS11 a few months ago, I purchased an undec. in the Lehigh Valley body style, with the intention of painting it in the "Cornell Red", white-striped scheme. Well, it turns out that this is the most difficult diesel locomotive to disassemble...and you need to disassemble it to paint and install glass after painting. So difficult, that Rapido made a "YouTube" video, with their employee Jeremy showing how to take it apart! The video was good and, after watching it several times and pausing it many times, I successfully got the body off the chassis. As you can see, the body is in THREE different pieces, instead of the typical one-piece shell. There are three separate parts bags: window glass, brass wire grabs and extra plastic thingies that I don't know what they're for. Thankfully, the #80 holes are already drilled, so the grabs will go

on after the paint and decals. I only broke three of the "feet" of the handrail stanchions...because they were GLUED to the body! Weird, but the handrails are really nice with brass wire railings, so they won't shrink like plastic ones, yet they are prototypical size. Anyway, hopefully, I'll be able to show off a completed Lehigh Valley RS11 at the next "show and tell"!



Until next time...keep the faith and I miss you all !
Remember..."We're all in this together."

Dave



"Did you know there's a miniature woman tied to the train tracks who looks remarkably like me?"

Banana Reefers

By Tim Gilbert (courtesy Bob Farrenkroft)

B&M's #13 100- 13299 series reefers built by MDT and acquired in 1923 were designated for banana service based in the Port of Boston. They were all yellow with black lettering. When trucks took over the New England banana trade from Boston in the early 1930's, these cars became surplus. In the late 1930's, twenty of them had their ice bunkers removed, were converted to milk service, and renumbered into the #1850-1869 series - the car coupled to #13138 in the NNE COLOR GUIDE photo is one of these converted milk cars. Others were converted to ice service - the most notable was their wartime service hauling ice from the Whiting Creamery in Greenfield NH on the Hillsboro Branch to the Port of Boston. At the time, the Greenfield cars were still painted in the yellow scheme, which they had in 1930. After the War, only 16 of the original 200 were still listed in the ORER's in the #13100 series. For some reason, #13138 was re-painted around 1948 in boxcar red and given a Minuteman Herald -one of the very few if not the only #13100 to ever have that herald. About nine months after Mike Usenia shot #13138's photograph, the surviving #13100's were transferred to non-revenue service officially (their listings were dropped from the ORER's) as stationary ice cars in Mechanicville, WRJ, and Boston and re-numbered into the 0361-O377 series.



America's Integrated Rail Network Is Delivering for the Nation

Written by Ian Jefferies, Association of American Railroads, and Chuck Baker, American Short Line and Regional Railroad Association 5/14/20

The Washington policy community is abuzz regarding commentary from entrepreneur Marc Andreessen, who argues now is the time to

“build.” Against the backdrop of the coronavirus pandemic, Andreessen advances his thesis in a town where Infrastructure Week has become a joke: Beset by bureaucracy and dysfunction, policymakers have proven unsuccessful to date in tackling even those policies that are widely supported, like investing in existing or new transportation networks.

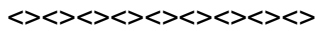
“Where are the supersonic aircraft?” Andreessen asks, while also envisioning “millions of delivery drones,” hyperloops and flying cars. The answer is complicated, and the current pandemic should spur a call to action on how to build better systems – from facets of manufacturing to health care to transportation. But from where we sit, today’s crisis also validates the value of existing systems that are already delivering for America.

One such system is the nation’s integrated, 140,000-mile freight rail network – made up of companies ranging from Fortune 150 entities to five-person small businesses. Driven by its dedicated workforce, sustained investments and years of network planning, freight railroads are operating safely amid the coronavirus situation to deliver a range of the critical goods we all depend on. “Our employees have stepped up to make sure that the pulp that makes toilet paper, the chemicals that make cleaners and the chemicals to provide clean water are all delivered safely and on time throughout New England,” says Pan Am President Dave Fink.

“Nearly half the railcars on a recent Union Pacific train traveling from Angleton, Tex. to North Little Rock, Ark., were filled with Chevron Phillips Chemical-produced polyethylene, the key component for manufacturing plastics used in pharmaceutical and medical device packaging,” reads a recent column. In Minnesota, BNSF Railway is delivering crucial inputs for a customer to pivot manufacturing to producing face masks. In Kentucky, Norfolk Southern is working with a local distillery to pump out hand sanitizer. In Ohio, Genesee & Wyoming’s Columbus & Ohio River Railroad continues to serve a customer producing infant formula. And across the East Coast, CSX Transportation is delivering wheat and flour to the critical milling and baking industries making the bread and pasta.

As hobbyists, we know what we'll be doing when we're retired and most of us can't wait. One friend, who is not a hobbyist, retired at 60 and sat on the couch watching television for the next 15 years. He's not in a good state. That's not going to happen to us.

"If the current situation is getting you down and you haven't done so already, now is the time to go work on your layout or on your trains. Get to that place that brings you calm."



From "Maine Central 470" newsletter 5-23-20



470'S NEW TENDER HAS ARRIVED!

Maine Central 470's newly fabricated tender body was delivered to the New England Steam Corporation shops at Washington Junction, Hancock, Maine, on May 22nd, around 8:40AM. Millinocket Fabrication and Machine had the primed tender body loaded and Cianbro Corporation hit the road at 6:10AM. This essential piece of the 470 is an exact copy in dimensionally and will incorporate many parts of the original. More information inside!

On Train Chasing: The pictures on the cover remind me of happy summer weekends in N. Conway, NH in the mid-70s. Friends had a "trailer" in N. Conway next to the Saco River and next to the B&M's Conway Branch. When the Conway Scenic started up in August 1974, it was "heaven"—with a steam train passing six times a day. On the other side of town, twice a day, the MEC daily freight, YR-1 and RY-2, between Portland and St. Johnsbury would whistle through. Many times we would catch RY-2 and chase it from Intervale to either the Frankenstein Trestle or Crawford Notch. You couldn't have it both ways, as the Trestle was a 2-mile walk in from the road. It went through town around 6 p.m. The chase was really on past Bartlett, then Notchland and the "Inn Unique", where the tracks crossed Rte. 302. As you crossed the tracks, looking west you could see the beginning of the 2.2% grade...the tracks really went noticeably up! In those days, the through freights were 60-80 cars long and had a minimum of 3 modern locos. Sometimes, when they used older GP7s, there would be an F3A or B in the mix of four and five locos. Hearing the roar of upwards of 10,000 HP echoing off the mountains was awe-inspiring. We especially liked seeing the 1975-built GE "mini U-boats"—U18b locos dubbed "Independence", with their big Eagle on the nose of the short hood. The trees had grown so high that you could not see Frankenstein Trestle from the road, without standing on the hood or roof of the car but further down the road you could see the train navigating Willey Brook Bridge, through the cliffs on the mountainside and then through "The Gateway" of giant rocks and to a stop at Crawford's Station, where the crew signed in "the Register". They were then on their way to Fabyan's, Quebec Jct., Whitefield (famous "Ball Signal") and St. J. After watching them head out past the huge, beautiful, old "Crawford House Hotel", we would head back east for a campfire next to the B&M tracks. Happy times in happy days. (Today: The tracks are gone in many places between Portland and St. J. but, thankfully, the CSRR operates tourist trains between Conway, Bartlett, Crawfords, sometimes Fabyan's. The "Inn Unique" and Crawford's station still stand but the "Crawford House" burned to the ground.) DNC

Photos below give ample evidence as to why the new tender was a critical requirement. The original coal gates, cabinet doors, ladders and grab irons will all be incorporated into the new tender.




The interior of the new tanks welded water-tight. Structural ribs, exactly like those inside the original tank are tack welded presently, but will be structurally hot riveted in the traditional manner to complete the project. New England Steam's prime objectives are preservation, education, and heritage tourism.



EDITED FROM THE BOSTON GLOBE, APRIL 28, 2020

Cost of T's new fare system rises to \$930 million

By Adam Vaccaro Globe Staff

The Massachusetts Bay Transportation Authority on Monday once again approved a massive upgrade to an all-electronic fare system, a long-delayed project that will now cost much more than previously envisioned.

The MBTA's oversight board approved major changes to an existing contract with a joint venture led by industry leader Cubic Corp. MBTA officials say the new system will give them the flexibility to charge different fares based on time of day or other factors and integrate ferry and commuter rail fare transfers with the bus and subway systems, while allowing faster boarding of buses and trolleys.

The board first approved the project more than two years ago, but it was hampered by technological issues, policy debates, and lengthy negotiations over how to address both problems. Last year, officials said the project would take years longer than planned and cost much more than the original estimates. On Monday, they unveiled just how much: about \$210 million, bringing the price tag to more than \$930 million.

Yet MBTA officials say the new contract has many advantages. In part, that's because the original timetable, which would have had the new system fully in place by next year, was unrealistic.

Instead, the changes will be rolled out in stages by 2025. The renegotiated deal will also benefit riders, they said, including by providing more places where they can load money onto CharlieCards. That's an important consideration, because the project will eliminate cash payments on board vehicles. "Our once-aspirational dreams are now memorialized into an agreement that fills over 3,000 pages," said the MBTA's chief transformation officer, Ron Renault, who is overseeing the project. "It's a significant investment in upgrading our worn fare-collection equipment."

Developing and installing the system will cost nearly \$600 million, while more than \$330 million will cover the costs of operating and maintaining it for a decade, officials said.

Several major contract changes are causing the cost increase, including a more concrete guarantee about the number of fare machines to be installed at stations (486) and on streets (767); a promise to explore technology that's meant to make fare gates more accessible for riders with disabilities; and several software customizations, such as a system that will prevent people from being overcharged if they fail to tap a CharlieCard as they exit the commuter rail.

The Callboy - May 2020 13

WORD-FIND PUZZLE FROM ROGER: CLUB MEMBERS

A K N U B T F A C I L A P P C M S A E C R E I P D A U G V C F
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