

A Look Back at 40 Years

I had no idea when I published the first *Semaphore* in 1980 that I would still be doing this four decades later! But such is time, and it seemingly goes by faster each year of my life.

Those early years were even before the personal computer became popular and easy for the every-day person to afford. For the first year of publication, I stayed late at my office and used the department's IBM "Selectric" typewriter, which had the spinning ball that could be changed for different fonts. I even purchased a different ball, so that I could add some interest to the type.

Luckily, within a couple of years, I saw an "Osborne 1" computer for sale. It was mainly for word-processing, which is just what I needed. It was all-in-one, with the computer, keyboard and monitor included in a suitcase-like package, and it folded-up. The monitor was 3" and it had two floppy-disc drives; one for the program and one to store your files on! It got the nickname at the Club of "Ms Osborne". It came with the word-processing program "Wordstar" and lasted over three years, until repairs were not possible, as the company had gone bankrupt. A dot matrix-type printer was used for many years and so the other "worker" in the newsletter office was named "Dot Matrix".



IBM's "PS-2" computer was introduced in the late '80s and that was the start of more professional and easier word-processing, leading up to Microsoft's operating platforms, new computers every 4-5 years and MS Word and Excel programs. New printers were also involved, starting with a "Daisy Wheel", who replaced "Dot Matrix" and then a beautiful HP Laser printer...at \$1500 and weighing 40-pounds. That lasted many, many years.

I was copying the newsletter at the office, which wasn't exactly "Kosher", so in the early '80s, I purchased a used "Mimeograph" machine from a church. You would type on long, blue stencils, then strap them to the machine and hand crank them, making copies. Any errors in typing, you would have to "paint" over the error with great-smelling correction liquid, blow on it to dry it, and type over the error. Bummer was re-typing the same error, which happened on more than one occasion! You would fill the drum with liquid ink...what a mess. Thank goodness for today's "toners" and touchless ink cartridges! After that procedure, which only lasted a couple of years, Chuck Cullum, who was a member and had his own business, offered the use of his printers. That always turned into a "fun" Sunday afternoon project, as high-speed printers were not quite perfected in those days and we always ended up taking the darn thing apart to get crumpled paper out or fix something else. But we got the job done for many years, thanks to Chuck's generosity. Home printers have developed into very dependable, and cheap, pieces of office equipment. The latest one I use is an Epson with tanks for each color, so instead of spending \$20-30 for each cartridge several times a year, I fill the tanks for \$15/each once a year. And now printers copy and scan, which has been a great boon for adding articles to the newsletter, without having to cut and paste, using glue or tape. The first time we had a color cover (on a December issue) required the cutting up and gluing a Christmas card to each newsletter (around 75 at the time). Now, I scan the picture and electronically add it to the cover.

The help I have had over the years has been tremendous and the interest in and contributions to the newsletter has been so appreciated. The collation "team" started as my mom for the first few years, then a group (Al Taylor, Al Munn, and John Governor) started meeting at my home every Sunday night, before "newsletter Monday", and assembling, labeling and stamping. We still miss John and his great sense of humor! We always had "desert" afterward—as a "reward" for all our "hard work". One time, I didn't even remember what I had gotten, like the time I told them I had "Lemon Merengue Pie and it turned out it was Blueberry. (Al T. never lets me forget that!)



As with anything like this publication, there have been the "Ups and Downs" but mostly "Ups". It has been a very satisfying project and one that I feel is my contribution to the overall progress and operation of the Club. I'm not a modeler, nor do I have the talents that so many other members have to offer in the construction of the RR. As "Gunny" said in his contribution this month, "it keeps us in touch", which I think is especially important at this time in our history. Folks have asked how or why I keep doing this every month. I find it fun and a way to be creative...isn't that why we're in this hobby, anyway? Forty years has zipped by. I hope to be able to celebrate the milestone of 50, with God's blessing, when it will be time for a younger member to take the reins of *The Semaphore*.

As I said 40 years ago, "Thank you for your patronage"!

David N. Clinton

The Semaphore

David N. Clinton, Editor-in-Chief



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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2020
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ON THE COVER: Volume 1, Number 1

FORM 19 ORDERS

TRAINS 'N TURKEYS

Wednesday, November 26th

NOVEMBER B.O.D. MEETING

Monday, November 30th 8 p.m.

DECEMBER BUSINESS MEETING (ZOOM)

Monday, December 7th 8 p.m.

DECEMBER NEWSLETTER DEADLINE

Saturday, December 19th

CONTESTS

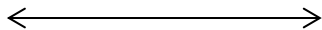
This month's contest question: **What is the location of last month's cover photo?** Was answered by seven members, who knew it was the Canton Viaduct—165 years old and still going strong!

Dan Peterson	Al Taylor
Savery Moore	Fred Lockhart
Bob Farrenkropf	Ron Clough
Doug Buchanan	

Congratulations to **Fred Lockhart** on winning the drawing for the Kadee 50' Grand Trunk Western Boxcar.



For the DECEMBER Business Meeting, see the new "favorite" puzzle from Al Taylor: **"Boston to Waterbury in the 30's"**. Extra puzzles at the Club or use the one in this newsletter. Don't forget your name!



For the **JANUARY** Business Meeting, let's continue our tradition of a "Calendar Swap" contest. Those who submit an entry for the contest are asked to also submit a train calendar. This way, everyone who enters is a winner...something nice to start off the New Year. There are tons of RR calendars out there but if you can't find one, don't worry about it, as we'll have extras donated. Calendars can be put in my mailbox at the Club or mailed to me. Here's the contest question: **What (generally-unexpected) anniversary is happening next year on May 1st?** Answer can be emailed, mailed or

placed in my Club mailbox and don't forget your name. Good luck!

CHIEF'S CORNER

Fred Lockhart

To begin this month, I will talk about the new Digitrax DT602 throttle. The Club has purchased one and I, along with a couple other members, have been trying it out. First, it is a different animal from the DT400s or DT500s, so reading the manual would be highly-recommended before trying to go out and run a train for fun. The manual is available on Digitrax's website, if you want to read it before purchasing. Also, give the Club throttle a try to see if you want to upgrade but have the book handy. In the December Model Railroader there is a good review of the throttle by the DCC columnist. He explains the features pretty well. The throttle can be used on the current UR92 receivers, but Digitrax has released a new UR93, along with the throttle and the Club has installed one. After the test runs, the members testing reported no communication problems between the throttle and command station, so maybe the new improvements will cure some of our problems...we can only hope!



Progress continues on the new section of the railroad as best as can be expected, as we work with this ongoing pandemic. Personally, I can only wear the mask for a couple hours before it really irritates me, so I have to leave. I don't know how medical people wear them for hours on end; they are special. Right now, the holdup has been the crossing in the industrial area. You will see further in the newsletter that I am building it now and it should be installed before the end of the month. Also, we have finished the grade and sub-roadbed for the pier area, so we can install roadbed and track. After all the track feeders are installed on the new track, we will separate the sections and tip them up onto the table, so that the electrical buses, switch motors and all other components can be installed while working in an upright position. The bench work crew is now working back in the staging room to complete as much of the bench work as possible. Scenery work continues in the

Cedar Hill area, the Boston mainline below Cedar Hill, and in the steel mill area.

With Trains and Turkey happening next week, please let me know of any operating problems with the throttles or any defects in the track; a note in my mailbox will be fine. Stay safe, have fun and if anyone has questions or comments about the ongoing projects, please give me a call.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

NOVEMBER 2015 (5 years ago)

- Toggle panels in Cedar Hill yard being wired with L.E.D.s and "Model Board" in design stage.
- WM Scenic RR seeking volunteers to restore ex-C&O 2-6-6-2 to operation within the year.
- Amtrak's Cascades service to Canada from Seattle to Vancouver, BC, celebrates 20 years.
- BNSF begins using drones to inspect rail lines.
- NS, New York D.O.T. and NY Parks Dept. break ground for new arch RR bridge in Letchworth State Park. The 900-ft-long, single-track bridge will replace the Portageville Bridge over the Genesee River.
- MBTA attaches plows to Red and Orange Line trains, after a terrible winter 2014-2015.
- New England Steam Corp. presents \$25,000 check to City of Waterville, ME, to purchase ex-MEC 4-6-2 #470.
- Canadians celebrated 130-year anniversary of their "Golden Spike" of their first transcontinental RR.
- Federal, Amtrak and State officials announce agreement on funding commitments and a governance structure for \$20-billion "Gateway Tunnel Project".
- Canadian Pacific's CEO E. Hunter Harrison indicates interest in purchasing Norfolk Southern.
- Environmental Board gives Northern New England Passenger Rail Authority final permit for construction of layover facility for *Downeaster* trains run by Amtrak.
- Extension of Amtrak's *Ethan Allen* from Rutland to Burlington, VT gets OK and is expected to happen within four years.

NOVEMBER 2010 (10 years ago)

- NECR begins laying continuous welded rail program.
- Ground broken for 4.5-mile "Wachusett Commuter Rail" extension from Fitchburg.
- Federal Government commits \$120-million for improvements on rail line from New Haven to Springfield
- Maine reaches agreement to acquire 233 miles of track from Montreal, Maine & Atlantic Railway; former trackage of the BAR. Eastern Maine Rwy, owned by Irving Oil, shows interest in operating part of trackage.
- \$32.5-million awarded for design phase of South Station expansion program.

- Amtrak places order for 70 new electric locomotives, ACS-64, to be called "Amtrak Cities Sprinter", replacing the 20-30-year-old "Mighty Mouse" AEM-7s, which average 3.5-million miles on their records!
- Ex-Alco Locomotive complex in Schenectady, NY, begins transformation into condominiums, office and retail space and marina.
- Railroaders' Memorial Museum in Altoona, PA, breaks ground for new roundhouse construction.
- Jon Delli Priscoli puts Edaville up for sale for \$10-million.
- Progress Rail, subsidiary of Caterpillar and purchaser of EMD, opens new locomotive plant in Muncie, IN, leading to speculation that London, ON, plant will close. (Which it did.)

- Housatonic RR proposes reviving passenger rail between New York and Berkshire County in Mass.
- Two State governors, John Kasich (OH) and Scott Walker (WI) turn down rail grants from Federal government, wanting to use them on highways instead.
- Amtrak experiments with biodiesel fuel blend in P42 locomotives pulling the *Heartland Flyer*.
- Groundbreaking for \$13.5-million Yawkee Commuter Rail Station on Framingham Line.
- UP Steam Program boss Steve Lee retires, after 22 years leading the program.

NOVEMBER 2005 (15 years ago)

- Amtrak CEO David Gunn fired, due to politics.
- China completes World's highest railway, running through Tibet, with 342 miles laid on frozen ground.
- Vermont Transit bus discontinues Montreal connection with Amtrak's *Vermont*.
- EMD receives order for 300 locomotives for China.
- E. Spencer Miller, famous president of the MEC, dies.
- Metal-framed tent structure encloses ex-B&M *Flying Yankee* at Hobo RR in Lincoln, NH.
- New bi-level Auto Rack cars on Amtrak's *Auto Train* replace aged ex-Canadian National cars.
- Maine moves to add fifth round-trip of *Downeaster*.
- Green Line to Lechmere re-opens after 1 year.
- Orville Harrold, well-liked president of the P&W dies.
- Leg #2 of ECL extensively modified into two smaller legs.

NOVEMBER 2000 (20 Years Ago)

- Middleton Yard wiring completed, staging yard in process; scenery committee begins work, with first area in center of Middleton Yard.
- Inaugural run of Amtrak's *Acela Express*.
- Illinois Central RR passes into railroad corporate history, with take-over by Canadian National Railways.
- Amtrak orders 100 mail and express boxcars.
- Automated, stationary locomotive horns tested at crossings in Illinois.
- Amtrak takes delivery of first of 85 P42 "Genesis" locos, dressed in "Blueberry" livery.
- UP unveils plans to build 25-story headquarters building in Omaha.
- Kadee announces "scale" #58 coupler.

• Springfield, MA, officials say they are close to selecting a developer for Union Station area.

• Canadian National “Wet Noodle” logo chosen as one of top 50 corporate logos of all time.

NOVEMBER 1995 (25 Years Ago)

• First Business Meeting held in (unheated) “Bldg. 51”.

• Government releases \$38-million to fund restoration of Boston-Portland service, expected to start in 1996. (actually 2001-Ed.)

• Ground broken for super Steel Schenectady locomotive factory.

• Carloads of rail and ties sent down Plymouth Line of Old Colony. Construction of Braintree Pearl Street overpass underway.

• Second track being installed between Westboro and Worcester on Conrail, to accommodate increased Commuter Rail service from 3-trips/day.

NOVEMBER 1990 (30 Years Ago)

• 10th Anniversary of *the Semaphore*.

• 350 visitors to “Open House”; W.E.T. earns \$142.

• “Western Maryland Scenic RR” rises from ashes of “Allegheny Central RR”.

• MBTA breaks off and delays Greenbush Line from other two Old Colony lines, due to pressure and threats of lawsuits from Hingham Historical Commission.

• Defunct Cape Cod & Hyannis RR accused by State of misusing \$2-million of funding.

• Amtrak given six years to stop flushing toilets on tracks and equip cars with holding tanks.

• Dwight Smith, one of three founders of the very successful Conway Scenic RR, retires.

NOVEMBER 1985 (35 Years Ago)

• “Project Filene’s RR” moved to downtown Filene’s department store for month-long display.

• Commonwealth of MA spends \$25-million to upgrade track between Attleboro and Hyannis, with Amtrak expected to start service to Hyannis in the next summer.

• Ground broken for SEMASS trash-to-energy plant in Rochester, MA.

• CPR celebrates 100th anniversary of completion of true transcontinental line from Atlantic to Pacific.

• Steamtown reveals master plan for development of the museum site in Scranton, PA.

NOVEMBER 1980 (40 Years Ago)

• Maiden voyage-1st issue of *The Semaphore*.

• Mike Dolan, trackwork chairman, looking for “gandy dancers” to lay track in the “new room” (“South Division” at Central Square, Weymouth, basement).

• 16mm movie “The Great Steam Machine” debuts after monthly Business Meeting.

• 10 members travel to Auburn, ME, with “Portable RR” to attend show run by Honorary Members Wally Chase and Al Thurston and “Wally World” is started.

POTPOURRI

UNCOVERED FOR THE FIRST TIME in its history, the former Canadian National Railways Mount Royal Tunnel basks in the late afternoon sun on Oct. 24th, 2020, as excavation work progresses



for an in-tunnel station linking the Réseau Express Métropolitain (REM) network, now under construction, to the Société de Transport de Montréal’s McGill Metro Station and the city’s underground pedestrian system. This portion of the REM network is forecast to enter revenue service sometime in 2022-23. (TN)

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RESEARCHERS AT THE UNIVERSITY of West Virginia are working on a “Band-Aid-like” protective cover for railroad tank cars that could improve the safety of hazardous-material transportation. The science website Phys.org reports the composite material would be wrapped around the car exterior, and infused with resin-like epoxy to fuse with the metal tank it covers. Its superior puncture and fire resistance will prevent spills and leaks. The material is being developed under a \$2 million grant from the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration. (TN)

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COASTAL RAIL is the new parent company of the Massachusetts Coastal and Cape Cod Central railroads. This the result of their successful bid for these properties sold at auction from previous owner Iowa Pacific Holdings this past summer. Mass Coastal now owns GP9 2006, GP10 2007, GP28 2009, GP50 2010, FL9s 2011 & 2016, gons 1000-1004, and ballast cars 1168 & 1179. The Cape Cod Central owns GP7 1501, coaches 101-103, table cars 200-203 and baggage/power car 250. (RP)

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THE NECR Missisquoi Bay wooden trestle at the US-Canada border on the Swanton Subdivision was placed out of service by a bridge inspector for about 24-hours on September 2nd. While details of the discrepancy that removed it from service are not yet known, there was no incident involving a train. The bridge sees three round-trips weekly by



CN freights between Montreal and St. Albans, VT. The bridge in East Alburg, VT, is nearly 3,500-foot long and primarily a wooden structure that was rebuilt in 1952. It undergoes constant maintenance. There is a four-span riveted wrought iron double-intersection Warren through truss near the middle of the bridge that provides swing spans to allow boat passage. Inspectors and maintainers are on site daily, as the bridge is constructed with a non-bedrock-anchored base, which causes some movement or shift from time to time. (RP) Picture is of the bridge, with the *Montrealer* crossing in 1982. Someday, the *Montrealer* may return, using this route to Montreal from New York and D.C.-Ed.

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THE MASSACHUSETTS COASTAL RR hit by a sinkhole. Thanks to the notification of a nearby resident, the railroad learned something on the line was wrong. As a precautionary measure, Mass Coastal stopped an empty trash train about five miles from the site of a sinkhole that took out 300 feet of track and the surrounding terrain. Chris Podgurski, the president and COO of the railroad said “It could have been bad; it could have been real bad. We are very fortunate that whoever called, called. It is in a location that if they had come along and not seen it in time it could have been a catastrophe.” The failure of the railroad’s embankment, which is next to a body of water where cranberries are harvested was, of course, the reason for the sinkhole, but a cause for the embankment failure is not yet known. The track will

be replaced and the embankment will be rebuilt by the Massachusetts D.O.T., and service is expected to resume around November 20. (RA)

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SIGNIFICANT CUTS to commuter rail service — including an end to service after 9 p.m. and on weekends — are part of plans announced Monday by the Massachusetts Bay Transportation Authority to address budget shortfalls resulting from the COVID-19 pandemic. Some peak and off-peak service would also be eliminated, cutting weekday trains from a pre-pandemic level of 505 per day to 430. Six stations with low ridership would be closed; Boston.com reports those stations are Plimptonville (Franklin Line), Prides Crossing (Rockport Line), Silver Hill and Hastings (Fitchburg Line), Plymouth (Plymouth Line), and Cedar Park (Haverhill Line). Less than 50 riders total were using those stations, according to the MBTA’s chief of operations. The one exception to the end of weekend service will be on the Fairmount Line, where buses will replace trains. Subway and trolley service will also see cuts, closing one hour earlier (at midnight rather than 1 a.m.) with frequency reduced by 20% during peak and non-peak periods. The Green Line E Branch will terminate at Brigham Circle, with existing bus service covering the remainder of the route. The cuts — which also will include the elimination of all ferry routes and 25 bus routes — attempt to reflect current levels of ridership and transit dependency for riders. Commuter-train ridership is about 13% of pre-pandemic levels and just 8.5% during morning peak periods, while subway and trolley ridership is about 24% of pre-COVID levels. Buses are carrying about 41% of pre-pandemic ridership. (RA)

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UNION PACIFIC will pay a one-time \$1,000 bonus to its union employees who have worked at least 30 days during the COVID-19 pandemic, the railroad has announced. “While many fellow citizens were sheltering in place, our craft professionals rolled up their sleeves and answered the nation’s call during one of its greatest times of need,” CEO Lance Fritz said in a press release announcing the move. “The pivotal role these essential employees play delivering critical supplies and keeping the economy open cannot be emphasized enough. This recognition reflects how notable their efforts are and how much their great work is appreciated.” (RA)

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CANADIAN NATIONAL unveiled two locomotives on Veteran’s Day clad in a special paint scheme saluting veterans in Canada and the United States. November 11, which falls on the day the armistice was signed to end World War I in 1918, is Veterans Day in the U.S. and Remembrance Day in Canada. “CN’s two new tribute locomotives pay homage to veterans and active military men and women across North America,” railway spokesman



Jonathan Abecassis says. “Their custom design represents the proud footprint we have established across our network and our deep recognition for the veterans who live and work in the communities our trains pass through every day.” The locomotives feature camouflage paint on the long hood. The engineer’s side of the locomotive carries a “Thank You For Your Service” message in English, along with a “support our troops” yellow ribbon. The conductor’s side conveys the same message in French, along with an image of a poppy and the words “Lest We Forget.” (TN)

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CHICAGO METRA’S first bike car — a Pullman-Standard coach with seating removed on half of the lower level, creating space for 16 bicycles — made its debut Saturday, a biking-friendly day of unseasonable temperatures in the 70s.



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CSX Transportation is in talks to buy 1,700-mile New England regional Pan Am Railways, a move that Norfolk Southern said it would oppose in a filing with federal regulators. NS is Pan Am

Railways’ partner in the Pan Am Southern, the joint venture that gives NS access to New England via trackage rights on the former Boston & Maine main line between Mechanicville, N.Y., and Ayer, Mass. “One of the main benefits of NSR’s and Pan Am’s joint control and ownership of PAS was to strengthen competition with CSXT,” NS said in its filing with the Surface Transportation Board. “Pan Am is currently negotiating with various entities regarding a possible sale. At this time the process is still moving forward and until its conclusion Pan Am will not be making any comments,” Pan Am Executive Vice President Cynthia Scarano says. (TN)

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FAN-FAVORITE regional railroad Montana Rail Link has given us another reason to admire it. The railroad recently repainted EMD SD70ACe No. 4407 in a red, white, and blue paint scheme honoring U.S. military veterans. (TN)



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A ROTTERDAM METRO train ran through the end of an elevated section of track on November 2nd, but was saved from plummeting to earth when it landed on a sculpture of a whale’s tale, leaving the lead car some 30 feet above the water below the station. Euronews reports that the accident occurred about 12:30 a.m. Monday at the De Akkers station in Spijkenisse, on the outskirts of Rotterdam. No injuries were reported. The driver was taken to a hospital as a precaution and has subsequently been arrested. Removing the railcar



could take some time; SkyNews reports a spokeswoman for a local security agency said “a team of experts is investigating how we can make it safe and get it down. It’s tricky.” (TN)

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THE LONG ISLAND RAIL ROAD has added a second laser train and increased the speed of its pressure-washing trains as part of its effort to deal with leaf residue on railroad tracks. The railroad says washing trains are now operating at 25 mph, up from the previous 15 mph, while the second laser train, created with Amsterdam, N.Y.-based Laser Precision Solutions, increases the ability to burn away the chemical substance pectin, which is left behind by crushed leaves and makes the rail surface slick. Pectin can cause wheels to slip, which in turn leads to flat spots that can take cars out of service. The railroad has also increased its wheel-truing capacity to deal with flat spots. (TN)

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PACIFIC HARBOR LINE, which serves the ports of Los Angeles and Long Beach, will become the first U.S. railroad to take delivery of Progress Rail’s EMD Joule battery-electric locomotive. The six-axle, zero-emission locomotive will develop 3,200 HP and will be tested in all forms of service on PHL as part of a demonstration project. “PHL has always been in the forefront of demonstrating and acquiring successful new, low emission technology,” railroad President Otis Cliatt II said in a press release. “The Joule is the first battery-



electric switcher locomotive designed by a major locomotive supplier for North America that appears robust enough for the demanding PHL environment. As such, PHL is pleased to have the opportunity to demonstrate this technology. What Progress Rail and PHL will learn from this demonstration will hopefully advance the prospects for zero emission locomotive solutions in the San Pedro Bay ports.” The locomotive includes battery capacity of 2.4 megawatt hours, for a run time of up to 24 hours, depending upon charging and utilization. It is anticipated for delivery in the second half of 2021. (TN)

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GUELPH, ONTARIO’S Canadian National Railways 4-8-4 locomotive No. 6167 has been moved to its



new display location in Guelph’s John Galt Park. The 350,000-lb. Northern was donated to the city in 1967, Canada’s centennial year, and sat beside the main line and bus terminal until 2010, when it was moved to the south side of the tracks to be incorporated into a future GO Transit station platform. Plans changed at Metrolinx, GO Transit’s quasi-governmental parent company, and the locomotive was given a 2020 deadline to be moved. No. 6167 is considered Canada’s most photographed steam locomotive as it was used for CNR’s excursion service from 1960 to 1964 before being retired and donated to the city. (TN)

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THE FIRST CANADIAN NATIONAL heritage unit to lead a train departs Toronto’s Macmillan Yard earlier this month. ET44AC No. 3115 is painted in



the red, white, and blue BC Rail “hockey stick” paint scheme. CN is commemorating the 25th anniversary of its initial public offering marking the company’s privatization, ending its status as a crown corporation under government control, as noted by the “IPO25” decal near the front. Other units known to have been painted in heritage schemes honor Grand Trunk (No. 8952); Elgin, Joliet & Eastern (3023), Wisconsin Central (3069), and Illinois Central (3008). Also, a GP40-3 and slug set, rebuilt by Progress Rail and numbered 7600/600, has been repainted in the pre-1961 CN green and gold paint scheme. (TN)

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CANADIAN PACIFIC 4-6-4 No. 2816 is making a one-time-only return to steam to pull a “virtual” edition of Canadian Pacific’s Holiday Train,



returning to operation after nearly a decade of dormancy. The locomotive will pull the train later this month in the yard at Calgary and will not operate on the main line. The locomotive was steamed up and moved around the yard in Calgary Nov. 13. CP spokesman Andy Cummings confirmed the engine is back in operation. “CP has steamed up 2816 and is assessing its mechanical position. We have no plans to operate the engine on main lines,” he said. No. 2816 was last steamed in October 2013, and has subsequently has been stored indoors in serviceable condition, receiving regular maintenance in the event it was returned to service. Regulations regarding steam locomotives are different in Canada, so the engine is not subject to boiler regulations requiring a 1,472-day inspection that would go into effect if it were to run again in the US.

Known as “The Empress,” the Montreal Locomotive Works built the H1b Hudson in December 1930. The locomotive was retired in 1960 and went to Nelson Blount’s Steamtown USA in Bellows Falls, Vt. The engine was moved with the Steamtown collection to Scranton, Pa. in 1984. Canadian Pacific purchased the locomotive from Steamtown in 1998, and it was moved to Canada where restoration work was completed in 2001. The engine operated in special train and excursion service until 2013, when it was placed in storage in Calgary. (TN) “Star” of the movie “Rocky Mountain Express”-- remember that great movie?-Ed.

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AMTRAK SAYS IT NEEDS to make urgent repairs to its existing Hudson River tunnels — a process that could cost hundreds of millions of dollars — to address the potential for catastrophic failure of the century-old passageways between New Jersey and New York’s Penn Station. The Associated Press

reports it has reviewed a not-yet-completed Amtrak study which details the work which will be required. Some of that work will begin soon and take about three years to complete. Many of the tunnel’s problems date from its flooding during 2012’s Superstorm Sandy, which left deposits from salt water that have damaged electrical systems, tunnel walls, and other portions of the tunnel structure. Water issues affecting the tunnel’s electrical power are a significant problem, with water on the tunnel floor affecting the electrified third rail used to power trains that rescued disabled equipment with in the tunnel, and icicles from the tunnel ceiling can touch the overhead power line, causing an arc that melts the wire or its lining. Among the work planned by Amtrak is injection of a waterproof lining behind the walls at the source of leaks; most of these are not in the section under the river, but in the approaches on either side. The need for the repair work reflects the lack of progress in funding the Gateway Project, which would create two new tunnels under the Hudson. After those bores are complete, the existing tunnels would undergo extensive rebuilding, but even if the tunnel receives funding under the Biden Administration, it is at least a decade from completion. (TN)

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AMTRAK IS IN DISCUSSIONS with the Town of Brattleboro, Vt.; state of Vermont, and New England Central Railroad on a proposal for a new Brattleboro station. An Amtrak press release says the project would include a new station building, level boarding platform, and changes to the track layout. These and other features — including ramps to the platform level, a new waiting room, and covered outdoor seating — would make the structure compliant with the Americans with Disabilities Act. The station is served by Amtrak’s *Vermont*. (TN)

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CANADIAN LUXURY TRAIN OPERATOR Rocky Mountaineer will launch a U.S. train in 2021. The “Rockies to the Red Rocks” service will be a two-day trip between Denver and Moab, Utah, with an overnight stay in Glenwood Springs, Colo. The company plans to launch the service with 40 departures in a 10-week period between Aug. 15 and Oct. 23, 2021, and is working with tourism organizations, hotels, and tour operators on packages that include tours, activities, and stays in Denver in Moab. “Over the past 30 years, Rocky Mountaineer has become renowned for our world-class train travel experiences, and now we are

opening our newest train experience in the region where train travel history began," Peter Armstrong, founder of Rocky Mountaineer, said. (TN)

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NJ TRANSIT IS NOW CONSIDERED the only railroad at risk of not meeting the Dec. 31, 2020, deadline for positive train control implementation, according to the latest assessment of PTC progress from the Federal Railroad Administration. The FRA's third-quarter report, based on information received from railroads by Oct. 31, indicates that just 223 miles subject to the PTC mandate remain to be activated. As of Sept. 30, PTC was in operation or in the final testing phase, revenue service demonstration, on approximately 57,314 route-miles, or 99.6% of those requiring the safety system. (TN)

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ONE OF THE FEW REMAINING manned towers in the United States, and one of just two remaining in Michigan, was idled November 16th, as CSX Transportation's Delray Tower in Detroit — said to be the last tower to use strong-arm levers — was switched over to control of the CSX RN Dispatcher in Jacksonville, Fla. The busiest interlocking in Michigan, the tower is located on the city's south



side. The project to modernize the interlocking has long been planned, but last year, work began to upgrade the track, signals and interlocking plant. The project involving CSX, Norfolk Southern, and Conrail Shared Assets, all of whom own trackage at the tower site; Canadian Pacific and Canadian National also operate through the interlocking with trackage rights. (TN)

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The Class I railroads that have embraced E. Hunter Harrison's Precision Scheduled Railroading operating model say their service is faster and

more dependable, and that their evolving online tools make it easier for customers to do business with them. Shippers beg to differ. In an Oliver Wyman survey of rail customers in seven industries, every single shipper overwhelmingly preferred trucks based on the three items most important to them, including on-time performance, shipment visibility, and the availability of equipment and capacity. "PSR has not yielded positive results in service, transit, or reliability," one automotive shipper told the global consulting firm. "We didn't get faster or more reliable." Railroads continue to bleed market share to the highway and stand to lose \$177 billion in revenue by 2030 if current trends continue, Adriene Bailey, a partner at Oliver Wyman, told the RailTrends 2020 conference. There's no doubt that Precision Scheduled Railroading has improved profitability and benefitted shareholders. "But the true test is whether these more efficient operations and the capacity dividend that's been delivered can really translate into a material and sustainable growth trajectory for the railroads," Bailey says. "We think it can." (TN)

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THE FEDERAL RAILROAD Administration's release this week of its "Metrics and Minimum Standards for Intercity Passenger Rail Service" will require a revamp of virtually all U.S. intercity passenger train schedules, as well as operating agreements between Amtrak and its host railroads. That was the plan all along, according to FRA Administrator Ron Batory. He says, "We attempted to come up with a rule that encourages Amtrak and the host railroads to do what they are supposed to do — negotiate schedules with each other in good faith on behalf of their respective customers — [and] then they'll never have to look at the rule. If they administer what's in the rule, it should keep them away from the Surface Transportation Board and from the courthouse steps." The regulation asks both parties to come up with mutually achievable schedules that will deliver passengers to their destinations within 15 minutes of a train's designated arrival time. (TN)

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

TRAINS 80th Anniversary issue

SD40-2

Is Anything Close?

80-Something

Rebuilding Pike's Peak Cog

RAILROAD MODEL CRAFTSMAN

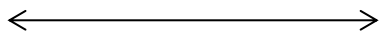
Model a Realistic Vacant Lot
How to Bend and Shape Styrene
Look Both Ways
Refresh Yourself

MODEL RAILROADER

Better Hardshell Scenery
Build a Long-span Bridge
Trains of Thought
How We See Things

PASSENGER TRAIN JOURNAL (2020-4)

Time for a Timetable Revival
Pennsylvania Railroad's "Northern Arrow"
Thirty-One's on the Ground!



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

EDITOR'S NOTES

1. **Next month's newsletter** will be one week early, the third Monday instead of the fourth.
2. We expect the installation of our **new 15-ton HVAC unit** for the train room to be completed within the next two weeks.
3. I hope that everyone has a very **Happy and safe Thanksgiving!**

..... *David N. Clinton*

"Strive for perfection in everything. Take the best that exists and make it better. If it doesn't exist, create it. Accept nothing nearly right or good enough." (Sir Henry Royce, co-founder of Rolls-Royce)



As has been a tradition for many years, the SSMRC membership has supported this fine cause. Bill Garvey has taken care of this in the past but since he is "out of commission" at the present time, his "side kick" Charlie Epps will be handling

our collection. A box is set up in the meeting room to collect Toys for Tots. This is an extremely worthwhile cause, which was started many years ago by a Marine wanting to help make Christmas special for less fortunate children. The drive has blossomed into a huge, country-wide collection, which helps thousands of children experience the joys of Christmas. **Donated toys are to be new and unwrapped.** Please place in the yellow box marked "Toys for Tots". The collection will continue through the first weekend of December. Thanks to all who participate in this cause!

MEMBER NEWS

Ron Clough is recovering at home from recent surgery and tells me everything went good and he's feeling very well.

Bryan Miller is home recovering and doing well. He hopes to be able to return to work soon.

Bill Garvey is presently in a Rockland nursing home for Veterans. We keep him in our prayers.

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:

- Bill Garvey..... December 2nd
- Jay Pease December 2nd
- Stan Rydell..... December 6th
- Chris Barlow..... December 12th
- Paul Feeny December 13th
- Will Baker..... December 14th
- Ron Clough..... December 15th
- Bill Sims December 21st



Meanwhile, I've heard from these folks on **WHAT ARE YOU DOING?**

Bob Farrenkropf: "I did two B&M F units :

F2 #422 is "One of a kind" paint scheme McGinnis era; F3 #4228 is one of many F units painted in the big side triangles. The F2 needed the factory paint removed (Kato). The F3 Stewart was undecorated.



I painted the blue and black on both. The white is Microscale. Much difficulty with the noses as the decals cracked. I tried both plain and

coated with decal film. The fix was to cut the decal in half. I emailed Microscale my problem with a picture and they sent me three more sets free and wished me luck. (Nice job, Bob. Fewer modelers left who still decal...reason for a lot of "old stock" decals, even at MS.-Ed.)

Peter Palica: "A couple of weeks ago I finally got around to assembling ten N scale white metal hansom cabs that I purchased from Langley in the UK. I enlisted



Paul Bonanno's help in painting the horses while I painted and assembled the carriages. Special thanks to Tom, our probationary member, who crawled around the floor and helped me to find the carriage wheel which is smaller than a dime, that I accidentally dropped beneath the scenery table. I staged a quick scene of some Boston landmarks that many of you will likely recognize. Have a safe and happy Thanksgiving!"

Kurt Kramke: "Besides taking up the wall-to-wall to expose the hardwood floors and tutoring college students, I am working on the last section of the layout. I need to build one FSM kit and probably some other structures to finish it. I have also



started my On30 layout for something different. I have also bought a spray booth so I can paint when the wind is



blowing, which it does a lot around here.

Stan Rydell: "Took a break from building electronics for the layout to have a little electronics implanted in me (now have a pacemaker to keep me going). Now on to a simple project of building a few zone-occupancy detectors for Bob E." (Glad you're still "electronically-activated"!-Ed. ☺)

Chip Mullen: "In this final episode of my B&M wreck train project, I gutted a Bachmann heavyweight combination car and gave it interior detailing that included Kibri engineering office furniture and some



suitable Prieser figures. This is all illuminated by a Hufftronics LED lighting strip. Along with a heavyweight baggage car it makes up the office/quarters portion of the train,

Next, I built a Walthers 25-ton crane car and modified the 40-foot tender, that came as part of the Athearn 250-ton crane set. This car serves as the tender for the smaller crane. Modifications included removing the bobber caboose structure and railings, adding an

American Model Builder wood deck, making and installing B&M work train decals, and making a spreader bar and wire rope bridles.

Finally, I repainted another Athearn 50-foot flat car,



decaled it, added an AMB wood deck, then built and installed an I beam/angle iron cradle for holding recovered rolling stock. I also added several wire rope coils and plenty of cribbing lumber within the cradle.”

“Gunny”: “Beth and I have been keeping up with our walks. I have been hunting for the last couple of weeks in New Hampshire and have been working as Range Safety Officer with the various police departments. Thanks for doing this in the Semaphore, it keeps us in touch...!”



Bob Knapp: “I have got back to the job in Scituate, after finishing Dan's. Next is phase of exterior renovation. Mud room, replace all windows and build small entry deck to match the new front one. Now I'm at the point of shingle the last wall.”



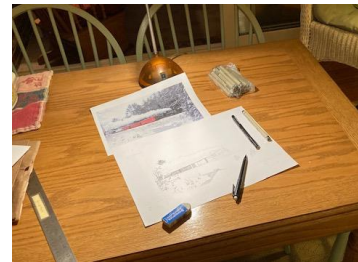
Ross Hall: “I am splitting my time between finishing the track work and placing structures (the next phase), but here is the final area that needs to be “railed.” The layout is all hand-laid, but I did put in a Peco switch in this area (you can see it) for the sake of convenience. On the right is a Bachmann B&M doodlebug with an Amroid B&M open-platform coach serving as a trailer car. The trailer is painted green, the original color before Pullman green and the later maroon. Gotta stay accurate!”



Jesse Collins: “Look what we got into the Shop--Two together!”



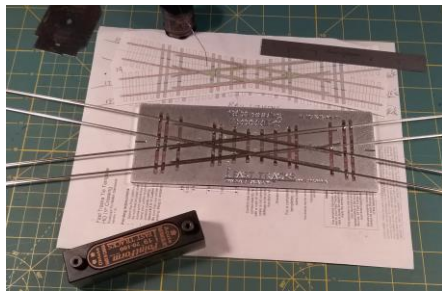
Savery Moore: “Among other things, I'm working on my 2020 Christmas card drawing.” (Hummm...looks like it might be something familiar to us! Didn't know you were an artist, too. Always a nice talent for a scenery chairman!-Ed.)



Jeremy Cahill: “I still haven't done much modeling. I did order an ESU programmer as well as the same decoder tester you have from Tony's, though I think they're on back order. I also replaced my tires on the Jeep, took a couple weeks to get the tires in. Certain things appear to be in limited supply these days. I am still working on my digital photos. I basically worked at renamed all the files to what is hopefully a format where the file name can tell the person who is opening the file enough to know what the photo's of, as well in a windows-friendly format that the file names can be copied

from the folder into an Excel spreadsheet. Once it's done one won't have to open every file to figure out what photo P2579004327.jpg is. It will also assist in searching of specific items, like locations, etc. in the search box of file explorer. I have a batch program that can rename hundreds of files at once that can be similar names. The part that is a pain is taking all the single photos from my phone, which is the part I am working on now. Luckily the iPhone tags the GPS location, which helps me on the photo when I can't remember where the hell I took it. (I hear you! I'm scanning thousands of slides—many years worth—into digital and it is so boring and time-consuming. I do it sporadically.-Ed.)

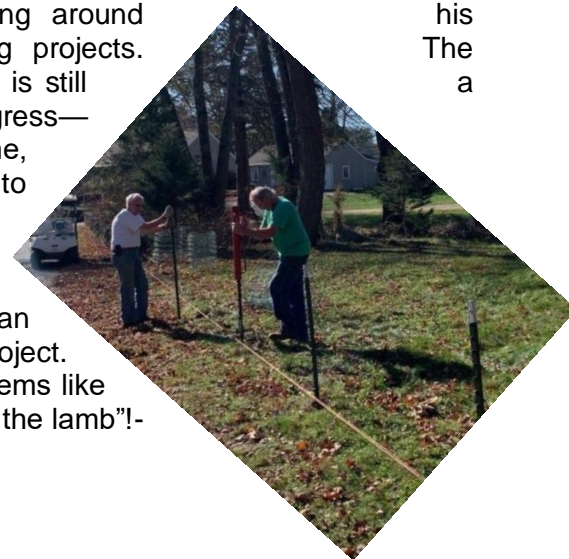
Fred Lockhart: "Now that the camper is closed, right after Columbus Day, I have had more time for trains besides the project at the club. I finished installing sugar cube speakers in my Rapido RS11s, I bought a third unit after I was satisfied with the first unit, so now they are all done and sound good. I'm now building a crossing for the new section we are building, picture attached."



Ron Clough: "Being limited in mobility lately, I haven't done much for or at the club. I would love to do one more mowing to cut the grass shorter and get rid of the bulk of the leaves, but that is for 'soon'. Before the time change, I used to do some 'behind the steering wheel railfanning' on my way up to Mom's house on Sundays. I found those two NH old script boxcars in the so-called meat market off the expressway between the Amtrak car wash house and main repair facility of interest. How and why they are still there is beyond belief. I explored the test track for the new Red line cars along the 'haul road'. I found that the parking garage on top of the bus terminal above South Station is an interesting place to get out and see trains and the new construction of the tower going on there. Parking is free for 15 minutes or less, enough time to look out on things. One day I saw the *Downeaster* at North Station with 3 power units on the terminal end. I've done a lot of exploring the

new Green Line Extension through Somerville and into Medford; a lot of heavy-duty construction going on there, not just on the new right of way."

Tony Donatelli: "I know you chuckle everytime I say that 'I'm mending fences', but as you can see they are a project. The black iron fence in the yard was all fabricated in the garage—my son Michael's mechanic helped with the cutting and welding, as well as the installation. Big job, that required working around his normal working projects. The livestock fence is still work in progress—can't do it alone, so have to depend on my son-in-law, who dictates when we can work on the project. (Ewww...it seems like someone's "on the lamb"!-Ed.)"



Doug Buchanan sent this photo of a container ship for "Tail End Tuesday". (Look how many containers just within view...very "eye-opening" for me! Had no idea...imagine each RR car can only take two!-Ed.)



Roger St. Peter: “Hi, all not much changed except for me getting down to the club more working on the new addition and some other things. Otherwise, just working.”

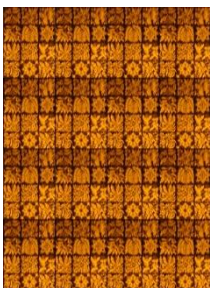


Ed Carter has been working on scenery work in the Steel Mill area. This area has been waiting a long time to be attended to, so his work is welcome, indeed.



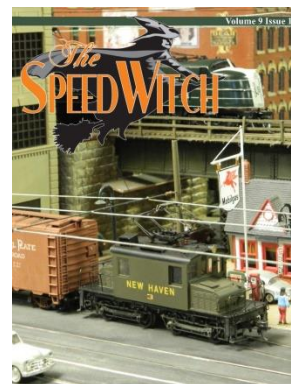
Paul Cutler III: “In the past month, I’ve finished up the latest issue of the NHRHTA’s *Shoreliner* magazine and the new issue of the *SpeedWitch* magazine. I’m uploading these issues to the printer as this newsletter is being printed.

Since the club has no heat, I’ve been doing some modeling work of my own instead. I recently acquired a pair of first run InterMountain NE-5 cabooses in the “as delivered” red scheme from an estate sale. However, I had forgotten that InterMountain had painted them the wrong color red and had messed up the lettering as well. I took one caboose apart, removed the lettering with Scalecoat “Wash Away” paint stripper, masked and over-coated the caboose body with proper “Caboose Red” paint, then decaled it using the accurate Microscale NH caboose set. I even went so far as to paint the interior of the caboose from the factory light gray into the correct NH colors of Pullman Green bulkheads, black leather seats, beds & stove, a white sink, silver water can, and a mineral red floor (not that anyone will ever see the interior through the caboose windows). I



may even put coal in the coal box because why not?

With my collection of NH stainless steel diners, I’ve actually tried to make the flooring tiles that for some strange reason Rapido did not replicate. Huh? I can’t imagine why... The NH’s diners had a “natural brown paisley” 9” x 9” floor tile in an oak leaf pattern. I took the factory interior shots from Pullman and, using Photoshop, was able to flatten out the perspective of the photos to make square tiles. Then I was able to add some brown colors to the pattern to at least give it some color in the tan & brown shades. Printed out on a color laser jet, I think it came out okay (see pic). The tricky part is not only getting the paper to stick to the floor of the car without wrinkling but also getting the tables and chairs to stick to the paper without falling off.



Ye Ed. I’m in the process of installing an ESU LokSound decoder in a Lehigh Valley RS3. The factory board is set up for 9-pin plug but the sound decoders come with 8-pin connectors. The factory board doesn’t have color-coded wires, so I have to trace back where they come from, in order to match the sound decoder wires and cut off the plugs and solder each connection. This version of the RS3 got the nickname “Hammerhead”, because not only did this loco have a steam generator but also dynamic breaking jammed into the short hood. So, they had to extend the height of the hood, which really turned this into an “ugly” locomotive. But it’s unique, with only three railroads opting for both options.



RUNNING EXTRA:

East Broad Top eyes restoration of Coles Valley Branch

By Dan Cupper, Trains magazine | October 27, 2020

The nonprofit organization that now owns the East Broad Top Railroad is considering rebuilding a mountainous branch line that's been inactive since the 1940s, a move that would provide spectacular ridgetop vistas and increase the number of destinations available to visitors.

The nonprofit EBT Foundation, Inc., owner of the historic narrow-gauge line in south-central Pennsylvania, is considering revival of a 2.5-mile-long branch known variously as the Coles Valley Branch, Midvalley Branch, or Joller Branch, Joller being the postal designation for the former mining community at the top of Wrays Hill. Perched at an altitude of 1,600 feet, the town was named for the first and last letters of the name of a mining operator there, John Miller. Both deep and strip mining eventually played out, and reclamation projects have erased most of the evidence of structures that once stood on the site.

The foundation is currently working to restore the tourist-era portion of the main line about 4 miles north of its headquarters at Rockhill Furnace (elevation 630 feet), to a wye and picnic area at Colgate Grove, but the more scenic part of the line lies in the mountains south of there.

Foundation Chairman Henry Posner III revealed the Joller proposal during a Friends of the East Broad Top virtual reunion a few weeks ago. This is the first time plans have been discussed that involved a location other than along the 32-mile-long main line of the EBT. The foundation owns the southernmost 27 miles of the main.

The foundation board hopes eventually to reopen the line to its southern end at Robertsdale/Woodvale as it was when the railroad ceased common-carrier operation in 1956. To that end, the railroad has relocated three EBT steel hopper cars to Robertsdale to signify its interest. But Posner believes that offering multiple rides and

destinations increases interest and opens opportunities for greater tourism investment. He cited the Harz Mountain narrow-gauge railroad in central Germany as an example where tourists engage in multiple-day stays, spending money in hotels and restaurants. "The East Broad Top can be a driver of tourism that is good not just for the towns but for the region," he said. "We want to appeal to as broad a range of people as possible, to give people a reason to stay and boost the local economy."

"When Henry mentioned Joller, there was a great deal of enthusiasm from the Friends of The East Broad Top," said EBT Communications Manager Lawrence Biemiller. The 1,300-member, nonprofit Friends group has been instrumental in restoring buildings and rolling stock, a role for which Biemiller described the railroad as "deeply grateful." The Friends group maintains the Robertsdale station and recently announced an \$86,000 grant to the foundation to restore the carpenter's shop that is part of the historic Rockhill Furnace shops complex. The Foundation is still shaping its Master Plan, which includes numerous options without timelines, all of which will depend on funding. Joller is a possibility as an interim destination before restoring the railroad all the way to Robertsdale/Woodvale because of the condition of the Wrays Hill Tunnel, one of two mainline tunnels that would require work to clear. Foundation General Manager Brad Esposito said the other tunnel, Sideling Hill Tunnel, would require "moderate" work to reopen, but Wrays Hill would take "extensive" work. The Coles Valley Branch leaves the main line at a point



The south portal of the Sideling Hill Tunnel on the East Broad Top main line, which would only require "moderate" work to reopen, according to EBT Foundation General Manager Brad Esposito.

between the two tunnels, just south of East Broad Top's own version of Horseshoe Curve.

Thus, the railroad could, if funding allowed, reopen its main line southward from Rockhill Furnace to Joller via the less-difficult-to-restore Sideling

Hill Tunnel. Reopening Wrays Hill Tunnel and extending operations to Robertsdale/Woodvale could be a longer-term project. When the

foundation board began looking at options, Esposito noted the railroad still owned the Coles Valley Branch right-of-way “in fee simple,” though the track had been removed in the 1950s. That is not the case with other former EBT branches, such as much of the Shade Gap Branch, where abandonment allowed landholders to reclaim the property from easements granted by the original owners.

Esposito said the foundation has conducted preliminary engineering inspections of all bridges and tunnels, including the largest span on the line, the 275-foot-long Pogue Bridge 3 miles south of Rockhill Furnace. The bridge inspections turned out much better than expected, he said, meaning that reopening the line and rebuilding the Coles Valley Branch becomes feasible, given enough money to pay for it.



Biden administration policies expected to affect freight railroading

By **Bill Stephens** | November 10, 2020, TRAINS magazine

President-elect Joe Biden may be known as “Amtrak Joe,” but his administration is expected to have an impact on freight railroading, too.

During his campaign for the White House, Biden pledged to require two-person crews on freight trains. Rail labor unions have sought a two-person crew regulation as Class I railroads have implemented positive train control and are interested in negotiating use of one-person crews. Some Class I railroads also say they eventually want to explore autonomous operation, as mining company Rio Tinto does with ore trains in Australia. Unions have been successful in getting two-person crew legislation passed in several states. But courts have generally held that federal law preempts state attempts to regulate crew size. The Federal Railroad Administration has said there is no need for a federal crew size regulation, citing the lack of data showing that operations with two people in the locomotive are any safer than those with one.

On trade, Biden is likely to abandon the Trump administration’s broad use of tariffs. Business groups, including the U.S. Chamber of Commerce, have opposed the tariffs and the economic

disruption that they have caused. China and other trading partners have responded with their own tariffs on American goods, moves that have particularly hurt farmers and dragged down rail-hauled shipments of grain, soybeans, and other agricultural products to ports. Railroads, noting that trade is related to more than 40% of all rail shipments, have supported free and fair trade agreements. “International trade, facilitated largely through free trade agreements, has benefited the U.S. economy. When U.S. companies — such as freight rail customers — have access to global markets, businesses and customers, Americans gain access to a greater variety of goods at a lower cost,” the Association of American Railroads has said. “Federal policymakers should be looking at ways to open more markets for trade, not considering policies to unnecessarily stop sustained growth.”

Biden is not expected to turn down the heat on China, however, and may continue the Trump administration’s hard line on Beijing by enlisting the support of allies in Europe and Asia to coordinate trade policy. Biden has said the U.S. will rejoin the Paris climate accord and set ambitious targets to reduce the nation’s emissions of greenhouse gases that contribute to climate change. For the rail industry, this can be a mixed bag.

Railroads have been touting the environmental benefits of shipping by rail, and shippers have been converting some freight from the highway to rail as one way to reduce their carbon footprints. But it’s possible that the Biden administration’s efforts to encourage cleaner forms of energy may negatively impact energy-related rail shipments, including utility coal as well as the sand and other supplies necessary for fracking for oil and gas production. There’s also the potential for a repeal of the new regulations that would permit liquified natural gas to be shipped via rail. The Biden administration may also put roadblocks in front of pipeline construction and expansion projects, which could help boost railroads’ crude by rail traffic.

Rail industry trade groups congratulated Biden. “On behalf of the entire industry, congratulations to President-elect Biden on his victory,” AAR CEO Ian Jefferies said in a statement. “The president-elect is no stranger to America’s railroads, and the freight rail industry looks forward to working with his new administration to advance our shared goals including getting Americans back to work, strengthening the economy and reducing greenhouse gas emissions. The challenges his new administration and our nation face are great, but the freight railroads want to be — and must be — part of the solution.”