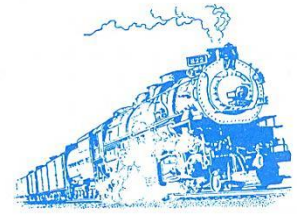


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JANUARY 25, 2021 ■■■■■■■■■■ **VOLUME 41** ■■■■■■■■■■ **NUMBER 1**



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. ©2021
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VOLUME 41 ■■■■■ NUMBER 1 ■■■■■ JANUARY 2021

CLUB OFFICERS

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Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
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	Bryan Miller (*22)
	Roger St. Peter (*21)
	Gary Mangelinkx (*21)

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ON THE COVER: Central Vermont Texas-type #707 (last of its class) on Roxbury Hill in Roxbury, VT. February 1957. (George Corey photo)

FORM 19 ORDERS

JANUAR B.O.D. MEETING

Monday, January 25th 8 p.m. on Zoom

FEBRUARY BUSINESS MEETING

Monday, February 1st 8 p.m. on Zoom

FEBRUARY NEWSLETTER DEADLINE

Saturday, February 20th

FEBRUARY B.O.D. MEETING

Monday, February 22nd 8 p.m. on Zoom

CONTESTS

What big RR anniversary is happening this year on May 1st? Eight members knew that Amtrak will be celebrating its 50th this year; an anniversary that most involved with passenger rail never imagined they'd see. Congrats to all and thanks for their donation to the "Calendar Swap":

Doug Buchanan
Roger St. Peter
Dan Peterson
Al Munn

Mike Dolan
Fred Lockhart
Al Taylor
Ron Clough

Thanks to these members for donating calendars:
Doug Buchanan, Ron Clough, Mike Dolan, Jack Foley,
Ross Kudlick, Fred Lockhart, Al Munn, Dan Peterson,
Roger St. Peter, Al Taylor and Ye Ed!



For the May Business Meeting, we have a favorite word-find contest from Al Taylor, "Amtrak IV". Extra copies available inside the Train Room and don't forget your name. Good luck!

CHIEF'S CORNER

Fred Lockhart

This month I have some progress to report on, with the holidays over, heat is back on, more members have been coming in to work on the railroad. Doug has installed the rest of the roadbed on the new section and has also installed roadbed as far as we can on the Boston mainline section in the staging room, until we take out the end wall but that won't happen until the new section is ready to go in place. Al Munn has been finishing the track in the dock area on the



new section and will move, shortly, on to the Boston mainline I just mentioned. I have installed the crossing on the new section and made all the connections to the existing tracks. I have also installed the turnout on the trolley line that will serve the future car barn that will be in the area of the Moxie plant. Al Taylor will finish the track feeders on the new section in the near future, after that we will separate the new section into two pieces. So we place the narrower section, which requires the most work on its underside with track busses, connecting all the track feeders and installing switch motors and wiring them along with the Loco-Net and related control wiring, up on its side on tables. This is so we can work sitting in a chair for the most part and not under the bench work on a creeper. Any time we can make the job easier and more comfortable we will. Scenery work continues along the edge of the Cedar Hill arrival/ departure yard and below it on the Boston mainline; both areas look great. Future work on the new section, besides the electrical, I will have Roger and his crew extend the bench work at the end with the trolley, so I can lay out the trolley loop and configure it to parallel the mainline to where it will connect to the existing trolley and mainline tracks already installed in the staging room.

At the recent Business meeting we had quite a discussion about the thermostats, not only should members be comfortable but our railroad needs to exist in a controlled environment. Some of you will remember in the first few years of this railroad, as the seasons changed, the temperature and humidity changed also, as the bench work dried or absorbed moisture the expansion and contraction caused track, especially flex track, to bend out of alignment and electrical gaps to close and that would cause shorts. We started spiking our track at closer intervals and we glued styrene in the important electrical gaps to help, but we also worked on the environment, Bill Garvey suggested that we install two dehumidifier units in the train room, which we did. Bill also installed the ogrammable thermostats to better regulate the heat and cooling and the total train room environment for both the members comfort and the railroads. Never do I remember any complaints in years past when those setting were set. We need to return to thermostat programs that work for members and the railroad. Since the Business meeting, I have found the train room in the mid-50s

and as high as 69 degrees when I arrived in the early afternoon, that is too much of a temperature swing in my opinion, Let's restore the programs to a reasonable range between late night , daytime, club nights and any other time groups are there on a regular basis; the members will be comfortable, the railroad won't be affected and members still have the ability to raise the temperature If someone comes in during evening hours when it is on the set back.

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

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

JANUARY 2016 (5 years ago)

- Model Board in planning stages for Cedar Hill
- Railroads operated by Iowa Pacific Holdings carried 400,000 passengers during holiday season, becoming largest franchisee of WB's Polar Express™ brand.
- Hauling coal by RRs is the fastest falling commodity.
- Atlas purchases BLMA Models.
- NY Gov. Cuomo announces details of major reconstruction of Penn Station including Farley P.O.
- Amtrak begins repaint of P32AC-DM locomotives into Phase III paint, displaying NYDOT emblems.
- Sale of Conway Scenic RR to Jon Delli Priscolli called off, due to "pieces did not fit between the parties".
- MBTA considers replacing fleet of historic PCC trolleys on Mattapan-Ashmont "high speed line".
- Labor unions across North America come out against proposed merger between CP and NS.
- First of 29 EMD F125 passenger locomotives for Southern California Regional Rail delivered.
- Central Maine & Quebec Rwy takes over ex-MEC Rockland Branch for freight service only.

JANUARY 2011 (10 years ago)

- Reception at the Club for our friend and 40-year member John Governor, who was suffering with brain cancer and at a rehab in Randolph.
- STB approves Montreal, Maine & Atlantic Rwy abandonment of 233 miles of track in Maine.
- First of two MP36PH-3C locos purchase by MBTA from FrontRunner commuter service in Salt Lake City arrives on the property; #010 & 011.
- Maine Narrow Gauge Museum choosing between three different Maine sites for its eventual move.
- MBTA implements "quiet cars" on two lines.
- Virginia requests Amtrak service to Norfolk.
- Jim Boyd, influential rail photographer, book author and longtime editor of Railfan & Railroad dies.

- Eugene Garfield, founder of Auto-Train Corp., and former asst. U.S. Secretary of Transportation dies.
- Last roll of Kodachrome film sold.
- Caterpillar subsidiary of Progress Rail Services begins hiring employees for its new Muncie, IN, locomotive assembly plant.
- 28,500 tons of new 115-lb rail delivered to NECR for up-grading 140 miles of CT River Valley track for new *Vermont* routing through Holyoke, Northampton and Greenfield, MA.
- Conway Scenic's first loco, GE 44-tonner #15 sold to Southern Prairie Rwy in Saskatchewan, Canada.
- Amtrak to begin year-long 40th celebration on May 1st, with special train equipped with exhibits.

JANUARY 2006 (15 years ago)

- MBTA begins phasing out tokens on subway lines, replacing with "Charlie Card".
- First Montreal, Maine & Atlantic Rwy.-painted unit, a B39-8, comes out of Derby, Maine shops.
- Amtrak plans to replace Thames River Bridge in New London, CT; a two-year project.
- NYC implements computer-controlled subway train, with first on "L" line.
- Athearn brings out the RS3 in their R-T-R line; an updated MDC/Roundhouse model.

JANUARY 2001 (20 Years Ago)

- McCain's Potato Chips experiments shipping refrigerated TOFC from Presque Isle, ME to Palmer, MA.
 - Maine Coast RR quits ex-MEC Rockland Branch.
 - Anonymous donors purchase only 2-ft parlor car for over \$100,000 from Edaville and donate to Maine Narrow Gauge RR Museum in Portland.
 - BC Rail shut down electrified "Tumbler Subdivision" in British Columbia.
 - New company Vermont Rail Link attempts to restore 95-mile ex-St. Johnsbury & Lamoille County RR through northern Vermont between St. Johnsbury & Swanton.
 - VIA Rail Canada announces purchase of what are now called "Renaissance Cars" from consortium of five European countries; were manufactured to be used on Chunnel operation between England and several western European countries.
 - Amtrak's *Acela Express* completes first month of operation, carrying over 11,000 passengers.
 - Amtrak substitutes F40s at each end of *Vermont* for safer operation than "cab car" (ex-*Metroliner* coach).
 - Old South Weymouth station purchased by individuals, who plan restoration as general store.
 - MBTA agrees to build shallow tunnel or viaduct through Weymouth Landing for Greenbush Line.
- ### JANUARY 1996 (25 Years Ago)
- Connecticut's "Shore Line East" service extends to New London from New Haven.
 - MBTA purchases 25 ex-CN GP40s for Old Colony service; after modifications, designated GP40MC.
 - "Slumbercoach" service ends on Amtrak, with introduction of new "Viewliner" sleepers.
 - P2K announces E7 locomotive—a first in plastic.

- ✳️Work begins on construction of new Portland, ME, “intermodal” terminal.
- ✳️Interstate Commerce Commission, oldest surviving Federal regulatory agency, disbanded.
- ✳️First of 57 single-level coaches refurbished by Morrison-Knudsen arrive for use on Old Colony lines.
- JANUARY 1991** (30 Years Ago)
- ✳️Amtrak installs automatic stop signal before Back Bay Station, following previous month’s crash of Amtrak’s *Night Owl* and Commuter Rail train at the station.
- ✳️Restaurants open at rebuilt South Station.
- ✳️Canadian Pacific purchases Delaware & Hudson.
- ✳️Maine contemplating opening a “satellite” operation of Edaville RR near Acadia National Park.
- ✳️Amtrak purchases 52 new locomotives from GE, later to be designated P40 “Genesis”.
- JANUARY 1986** (35 Years Ago)
- ✳️Gov. Dukakis signs transportation bill, which includes first design money for rebuilding three ex-New Haven RR “Old Colony” lines.
- ✳️Quaboag Transfer, Inc., operating over CV between St. Albans, VT and Palmer, MA, with ex-CV RS-11s.
- ✳️Due to growth, MBTA considers extending Franklin Commuter Rail line to I-495 in Bellingham.
- ✳️Western Heritage State Park in North Adams, MA, opens with history displays of the Hoosac Tunnel.
- ✳️Conrail donates last New Haven U25b (and last loco the NH purchased) to Valley Railroad Museum.
- ✳️VIA Rail Canada announces “Superliner” cars to be built by joint venture of Bombardier and GO Transit of Toronto, Ontario. (Never happened)
- JANUARY 1981** (40 Years Ago)
- ✳️Joint venture with North Shore Model RR Club to revise By-laws to conform to recent State requirements, saving legal expenses for both organizations.
- ✳️Canada’s “LRC” train from Bombardier testing as *The Beacon Hill* between Boston and New Haven; on a 2-year lease to Amtrak.

POTPOURRI

THE CEOS OF CLASS I RAILROADS have varied widely throughout history in terms of profile, success, and long-term impact, but they’ve all had one thing in common: All have been men. That will end on Jan. 1, 2021, when Kathryn Farmer becomes the chief executive of BNSF Railway. Farmer, 50, has spent her entire career with the railroad, beginning as an intern while at Texas Christian University and joining the company as a management trainee after graduation. She has worked in a wide variety of posts at the railroad, holding leadership positions in operations, marketing, and finance; she was executive vice president, operations, when her promotion to the top job was announced, and before that headed the

railroad’s largest business group as group vice president, consumer products, which includes BNSF’s intermodal and automotive segments. She will succeed Carl R. Ice, who retires at the end of this year after seven years as CEO. The landmark promotion comes as railroads remain well behind most industries in attracting women to the workforce; they make up less than 10% of Class I railroad employees, compared to 44% in S&P 500 companies as a whole. (TN)

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A PLAN TO EXTEND MBTA service into southern New Hampshire has moved forward after the state’s Bureau of Rails and Transit received approval to award contracts for engineering and preliminary design of the extension from Lowell, Mass., to Nashua and Manchester, N.H. AECOM Technical Services Inc. will receive \$5.4 million, funded entirely with federal dollars, for the design work, as well as environmental review and public engagement. (TN)

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THE 470 RAILROAD CLUB announced the purchase of GP9 #72 (Formerly Boston and Maine 1741) from Heber Valley Railroad. The 72 is currently located at the Pan Am Railways Waterville Maine Shop. The 72 was originally part of a 50-unit order from EMD of GP9s (1700-1749) for the Boston and Maine. The 1741 (serial number 23239) was built in July of 1957 and served the Boston and Maine for many years in road and yard service all over New England. After GTI (Guilford Transportation Industries) purchased the Boston and Maine in the 1980s, the 1741 was renumbered to the “72” which hasn’t changed to this day. (470)



●●●●●

AMTRAK'S MOYNIHAN TRAIN HALL, the facility connected to and across 8th Avenue from New York Penn Station, will be completed Dec. 31 and open Jan. 1. The opening of the facility in the historic James A. Farley Post Office Building will conclude a \$1.6 billion project that has taken more than three years, and will increase Penn Station's size by 50%. In a statement today by board chairman Tony Coscia, said the addition "will deliver the world-class rail travel experience our customers deserve when traveling to and from this incredible city. The beautiful vistas, modern design, new amenities and enhanced accessibility features showcase the kinds of improvements Amtrak is undertaking across our network. Amtrak dreamed up this plan 35 years ago and we deeply thank the Governor [Gov. Andrew Cuomo], Senator [Chuck] Schumer and the New York Congressional delegation, and all our partners for helping to make it a reality." One of the signature features of the new facility will be a 92-foot-high glass skylight over an atrium, approximately the size of Grand Central Terminal's main hall. The Train Hall, named for the late U.S. Sen. Daniel Patrick Moynihan, will include a new reserved customer waiting room, free customer WiFi throughout the hall, Red Cap service, and a new Metropolitan Lounge including increased food and beverage offerings. Tracks 1-4 will be accessible only from Penn Station, while tracks 5-16 will be accessible from the Moynihan Hall. (TN)

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POSITIVE TRAIN CONTROL (PTC) is now in operation on all 57,536 required freight and passenger railroad route-miles, ahead of the federal deadline of Dec. 31, the Federal Railroad Administration reported Dec. 29. The 41 railroads subject to the statutory mandate—comprising all seven Class I's, Amtrak, 28 commuter railroads, and five short lines regionals that host intercity or commuter service—plus industry associations, suppliers and other service providers, have worked for more than a decade to reach what FRA called "a landmark achievement" and what FRA Administrator Ronald L. Batory said was an "unprecedented undertaking" for the nearly 100 stakeholders. FRA has certified that each host railroad's PTC system complies with the technical requirements. Additionally, interoperability has been achieved between host and tenant railroads operating on PTC-governed main lines. (RA)

●●●●●

THE PENNSYLVANIA OFFICE of the Budget has awarded a \$1.4 million economic development grant to the nonprofit EBT Foundation, owner of the historic narrow gauge East Broad Top Railroad in south-central Pennsylvania. Funding from the state's Redevelopment Assistance Capital Program will be applied to several projects, among them retiring part of a mortgage held by the previous owner as well as plans for proposed construction and rehabilitation of facilities.

The grant application lists these projects as:

— Building a new events facility at Colgate Grove, the tourist-era picnic grounds and wye track situated four miles north of Rockhill Furnace, near Shirleysburg.

— Extension of the main line northward approximately a mile to the town of Shirleysburg.

— Stabilization of buildings within the Rockhill Furnace machine shops complex, which is among the most complete early-20th-century industrial sites in existence.

— Stabilization of the railroad's coal tipple and chutes at the south end of the Rockhill Furnace yard.

— Replacement of deteriorated crossties throughout the yard.

Closed from 2011 to early 2020, the tourist railroad is in the process of rebuilding and reopening, with a goal of restarting regular passenger-train service in May or June 2021. Resumption of steam-locomotive operation is expected sometime during 2021 with at least one of the six Baldwin 2-8-2 engines on hand. The former coal-hauling railroad was shut down in 1956 and reopened for seasonal tourist service in 1960. Since the sale of the railroad from the Joseph Kovalchick family to the Foundation last February, the foundation staff and dozens of volunteers from the Friends of the East Broad Top have been working to prepare the property for a 2021 reopening. Much of the labor has focused on trackwork (switch renewal, new ties, and stone ballast) and shops building stabilization. EBT Foundation General Manager Brad Esposito said the priority of the work listed in the grant application is not yet determined, but added that the funding will be "spread across multiple projects. . . to make the most impact." (TN)

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THE \$1.6 BILLION PROJECT replacing Manhattan's cramped and dark Penn Station with a light-filled train hall is set for completion the last week of December, with the first trains rolling out on New Year's Day. The new 255,000-square-foot

station is named after U.S. Sen. Daniel Patrick Moynihan, a Democrat who championed the project and died in 2003. Gov. Andrew Cuomo, also a



Democrat, announced that the Moynihan Train Hall will be completed on time and on budget Thursday despite challenges posed by the coronavirus pandemic. Work began in 2017 to transform the landmark Farley Post Office into a new station across the street from the old Penn Station. It will be used by Long Island Rail Road and Amtrak passengers. "This monumental accomplishment is a shot of hope as we come out of one of the darkest periods in our history and sends a clear message to the world that while we suffered greatly as a result of this once-in-a-century health crisis, the pandemic did not stop us from dreaming big and building for the future," Cuomo said in a statement. (BG)

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The Last Baldwin is running again. Western Maryland Scenic Railroad's former Chesapeake & Ohio 2-6-6-2 No. 1309 made its first move under its own power in 64 years on Dec. 31. It was the start



of test runs for the world's largest operating Mallet (which uses its steam twice) following a six-year, \$3.5 million restoration by the non-profit preservation railway. No. 1309 was the fabled

Baldwin Locomotive Works' last domestic product in 1949 and is thus a major landmark in U.S. steam locomotive manufacturing. Crews from railway preservation came from across the U.S. to assist in the final weeks of reassembly, a painstaking and difficult process for a locomotive that received little maintenance in its working life, spent years on display in a humid environment, and was disassembled by a different restoration crew. Its restoration was slowed earlier by an employee's theft of parts, significant funding challenges, and the immensity and complexity of such a large locomotive.

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THE MBTA HAS PUT its first train of new equipment for the rapid transit Red Line in service, the first new rolling stock for the line since 1994. The equipment is part of an order for 404 new cars on the Red and Orange lines being built in Massachusetts by CRRC MA, a subsidiary of Chinese rail equipment giant CRRC. The order is well behind schedule; the Orange Line cars delivered so far have been pulled from service at least three times because of malfunctions. The Red Line cars began testing in August. (TN)

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MassDOT IS DECIDING on where it will put a possible east-west passenger rail project. The project could cost as much as \$4.6 billion and would carry 278,000 to 469,000 passengers a year. MassDOT is looking at three options. The first would run between Pittsfield and Boston and would share the CSX and MBTA tracks that are already in place. Another possibility is using shared tracks at the beginning and end of the line but a new track between Springfield and Worcester. The third option would be like the second but would add high-speed shortcuts between Springfield and Worcester. According to a study that was conducted, several steps should occur to advance planning for an east-west route, including further discussions with CSX about its policies for use of its tracks between Springfield and Worcester. A follow-up study covering potential economic and community benefits and impacts also has been recommended. Funding sources have to be explored as well.

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DECEMBER 31ST WAS THE FINAL day of operation for the Deux-Montagnes line of Montreal commuter railroad Exo. The shutdown marks the end of more than 100 years of service on the electrified route, which, for most of its history, ran

through the Mount Royal Tunnel to Montreal's Central Station. The line will be replaced by a portion of the REM light rail service, a 61.5-mile system now under construction, but will be left without rail service until the end of 2024. Service had already been cut back from downtown to the Bois-Franc station so work could begin on the tunnel. The closure of the line was moved up by six months because ridership had dropped by more than 90%, the Montreal Gazette reported earlier this year. (TN)

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THE FORMER DENVER & Rio Grande Western Tennessee Pass line will apparently live again. Rail holding company Rio Grande Pacific has announced it has reached agreement with Union Pacific to lease the Colorado route, and its Colorado Midland & Pacific Railway has filed a request with the Surface Transportation Board for common-carrier authority to operate the line. In a press release, the company says it will assess interest of the communities along the route for commuter rail service and will explore development opportunity for freight service on the line. The line has been dormant since August 1997, when Union Pacific shifted its remaining traffic to the lesser grades of the Moffat Tunnel route. The Tennessee Pass line, with grades of up to 3%, was when operating the highest mainline route in the U.S. with its summit at 10,240 feet. It will require rehabilitation before any service can begin. (TN)

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A LATE-NIGHT COMPROMISE allowed Massachusetts legislators to pass a \$16.5 billion transportation bond bill which would fund several major rail projects. State House News Service reports the bill sent to Gov. Charlie Baker includes funding for a connector for the Massachusetts Bay Transportation Authority's Red and Blue lines, extension of commuter rail service to the state's South Coast, and train modernization, along with highway and bridge projects. It also requires the MBTA to implement a low-income fare program. (TN)

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COLD-STORAGE SPECIALIST Lineage Logistics announced it is purchasing Cryo-Trans, which has more than 2,200 refrigerated and insulated railcars, North America's largest privately owned fleet, and manages more than 40,000 annual rail shipments. Lineage, a real estate investment trust based in Novi., Mich., represents more than 330 temperature-controlled warehouses worldwide, with nearly 2 billion cubic feet of capacity in 15 countries, and adds Cryo-Trans to transportation

services including less-than-truckload consolidation, port logistics, drayage, and customs brokerage. (TN)



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A PILOT PROJECT to reduce wildlife deaths along Canadian Pacific's route through Banff National Park is showing promising results two years into a five-year project. The project, which cut 38 kilometers (23.6 miles) of trails off of or parallel to the rail line, seeks to give wildlife escape routes from the rail line and alternative pathways through the area. Trail cameras are showing wildlife using the paths rather than the rail line, or to escape from trains. Bill Hunt, resource conservation manager for Parks Canada, says sample sizes are still small but show wildlife using the parallel trails or those that allow escape: "We're seeing camera images showing wildlife coming off the railway, sometimes under duress leaving the railway tracks, so that's encouraging to see." The project builds on prior studies, including one funded by CP and Parks Canada from 2010 to 2015 that focused on grizzly bears struck by trains. (TN)

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THE LAST SURVIVOR of the railroad car ferries that once crossed the Great Lakes, and the last coal-fired passenger steamship in the United States, has changed hands. The S.S. Badger, built in 1952 for Chesapeake & Ohio service across Lake Michigan, has been acquired by the Interlake Holding Co. Interlake operates nine Great Lakes freighters and is building the first new U.S. lake freighter in nearly four decades, and president Mark W. Barker told the website that the company is "fully committed to continuing the operation" between Ludington, Mich., and Manitowoc, Wis. The Badger, which has been designated as a National Historic Landmark, was operated by the C&O until 1980, and by a local company concentrating on rail freight until 1990. It was revived in 1992, and has operated ever since with an emphasis on leisure travel, tourism, and commercial truck traffic. Interlake acquired the ferry from the Lake Michigan Car Ferry Co., which has been owned by two local businessmen since 1994. (RA)

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METRA'S BOARD OF DIRECTORS has approved the purchase of up to 500 new stainless steel, multilevel cars from Alstom, a purchase CEO and Executive Director James Derwinski calls "truly transformational." The Alstom *Coradia* cars, while compatible with the current fleet of gallery cars, will feature two entrance doors on each side, as opposed to the current single entrance; full seating rows on both upper and lower level; near platform-level boarding (requiring only a single step up into the cars); full accessibility for all cars, including accessible restrooms; and enhanced heating and air conditioning systems which scrub the circulated air. The initial order is for 200 cars, with the option to buy up to 300 more for a total of \$1.8 billion. The cars are a customized version of the *Coradia* Duplex and will be built in Hornell, N.Y. The first car is expected to be delivered 42 months after the contract is finalized, with the rest of the order delivered over the next 2½ years. (TN)



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READING & NORTHERN'S former Reading Co. 4-8-4 No. 2102 came several steps closer to its long-awaited return to service after steam testing at the

railroad's steam shops in Port Clinton on Tuesday. All went



well. "The engine is like new," said R&N owner and CEO Andrew M. Muller, Jr. Following the testing, he blew the T-1's Reading "Hooter" whistle at 11:00 a.m., signaling lunch time for the steam crew, volunteers, and invited guests. The big Northern, built by the Reading at its home-city shops in 1945, is one of four of the T-1 class remaining. Muller hopes that the engine will be running this spring, after being stored 29 years ago. Muller plans for No. 2102's first assignment to follow T-1 tradition, leading a long, high-priority freight. It will to be on the head end of R&N's hottest scheduled train, the North Reading Fast Freight, which makes a daily round trip from North Reading to Pittston, Pa. (TN)

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THE MBTA WILL USE some of its federal stimulus funds to maintain evening commuter rail service, but most of the agency's planned cuts will remain in place. State House News Service reports the

agency expects to receive between \$250 million and \$300 million from the funds recently approved by Congress. MBTA General Manager Steve Poftak said about \$17 million of that will go toward the evening commuter rail service and maintaining high-ridership bus routes, but the majority — up to \$178 million — will go to the agency's capital budget, replacing some of the \$460 million transferred out to help offset the pandemic-related budget deficit. Any remaining funds will be held until 2022 to bring back service as demand increases. (TN)

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WITH SEVERAL AUTOMAKERS temporarily halting or slowing production of some car models amid a global shortage of semiconductors; it's only a matter of time before railroads feel the impact in their finished vehicle traffic. Several auto assembly plants across North America are affected by the shortage of computer chips that has been caused, in part, by the global coronavirus pandemic. The effects of the plant shutdowns and slowdowns will ripple throughout the North American rail network. Now the chip shortage will affect a rail traffic segment that had been recovering. "It is one more curveball that automotive manufacturers and the railroads are going to have to overcome. Estimates have varied about how long it will take chip makers to catch up to demand, which has surged as consumers have purchased more electronic devices during the pandemic. (TN)

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New York's High Line, the former elevated rail line turned into a hugely-popular Lower West Side park, will be expanded with a 1,200-foot elevated walkway connecting the 1.45-mile linear park with the newly opened Moynihan Train Hall adjacent to Penn Station. (TN)

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IF AMERICANS NOW HAVE a train enthusiast in the White House, they soon will have one at the



U.S. Department of Transportation. Pete Buttigieg, the former mayor of South Bend, Indiana, testified last Thursday to the Senate Commerce Committee, a precursor to his likely confirmation by the full Senate. "I'm

only the second biggest passenger rail enthusiast in this particular administration," Buttigieg told Wicker, referring to President Joe Biden, a longtime Amtrak rider. "As a mayor from the industrial Midwest, I will bring a bottom-up perspective on transportation programs and funding," Buttigieg said in his opening remarks. "If confirmed, I look forward to working with our partners at the state,

local, territorial, and tribal levels to find solutions to our infrastructure issues while we also prepare for the future of transportation at a time of great change.” (TN)

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P42DC No. 46 leads the westbound *Capitol Limited* out of Toledo on Jan. 21, displaying markings commemorating Amtrak’s 50th anniversary on May 1st this year. The locomotive was reportedly going to lead an Inauguration special for Joe Biden, the 46th president, but that was cancelled for security reasons following the Jan. 6 attack on the Capitol.



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

TRAINS

Tanks for the Memories

Fighting Back

Amtrak Cuts

How to Kill a Railroad Career

Blowing Smoke in the Crescent City

Inside a Tourist Railroad’s Efforts During Pandemic

RAILROAD MODEL CRAFTSMAN

Late-Life NP Wood Boxcars

Look Both Ways

Last Column

Diverging Points

Preorders: A Necessary Evil

MODEL RAILROADER

Modeling Forbidden Places

Add Real Rocks to Your Scenery

Using Grout to Model Soil

The Care and Feeding of Tortoises

CLASSIC TRAINS (Winter 2020)

Rails Across the Lower Lakes

Color from a Black-and-White Pioneer

Working for the Penn Central

Ingles Color Classics: Santa Fe, All the Way to the 1964 Rose Bowl



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

EDITOR’S NOTES

Well, we made it to the New Year and new Volume, after quite a year of stress and sadness. In case

you hadn’t heard, I have resigned as Secretary, after 37 years in that position. This was not a difficult decision and one which I have been thinking of making for a while. Spending over half my life serving the Club in the same position is not healthy for either the Club...or me. When an individual starts thinking it’s “my club”, instead of “our club”, it is just plainly not good. And this applies to anyone serving an organization for an extended time. With 60 members, why are the same nine running the Club year after year after year? I know: “Things are running good.”... “I don’t have time.”... “I don’t like politics.”...“I’ll never get in, as incumbents always win.” Maybe it’s time for those, like me, who have been around so long to consider stepping down and let “new blood” take over the business end of the Club? New personalities on the B.O.D. bring in new ideas and a different prospective on things; everyone has their own thoughts and opinions. We old guys aren’t going to be around forever and it would be nice to see some of the newer members stepping up to the plate to help guide the future of the organization. Something worth considering .

..... *David N. Clinton*

“So whatever you wish that others would do to you, do also to them.” (Matthew 7:12)

MEMBER NEWS

Congratulations to **Peter and Jan Palica** on the celebration of their 50th wedding anniversary. How wonderful in this day-and-age! Best wishes to you both and to your whole family.



Congratulations are in order, also, to **Eric Tedeschi** on his announced engagement to long-time friend Lisa. Many happy days ahead for you both!

Bill Garvey continues to recuperate at South Shore Rehabilitation Center in Rockland. He enjoys getting phone calls @ 781-424-5042. We’re thinking of you, Bill!

Welcome to our newest applicant **Marlow Fairhurst** of Dorchester. His uncle, Joel, was a member in the early ‘80s. We look forward to getting to know you, Marlow!

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:

Bob Farrenkopf.....February 2nd
Jeremy Cahill.....February 3rd
Don Pierce.....February 5th
Steve Wintermeier.....February 5th
Roger St. Peter.....February 6th
Paul Agnew.....February 18th



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

Gunny: "My Granddaughter Sophia, age 11, and I spent a few long days "Working on our railroad "AM-BROKE". In the photos, we're working on



the layout and here's the "Bobber Caboose" Sophia built; she also painted and weathered the caboose."



Chip Mullen: "I got a really "good deal" on eBay for an Athearn Genesis Illinois Central SD70I with the intention of pairing it up with an Athearn Canadian National SD45T. As I always do with Athearns, I planned to immediately replace the crappy grain-of-wheat lights with LEDs in conjunction with adding a sound decoder. Immediately upon removing the shell, all four of the truck side frames fell off, suspended by their pick up wires. All of the truck frame securing tabs had broken inside the truck shell. This was the start of what has turned out to be an extended project: fixing the trucks, correcting misapplied



details and a fist-full of other problems. What should have been a couple hours project has now drug out for two weeks, and I'm still not done, So much for an eBay good deal. Whether or not it is worth the effort remains to be seen."

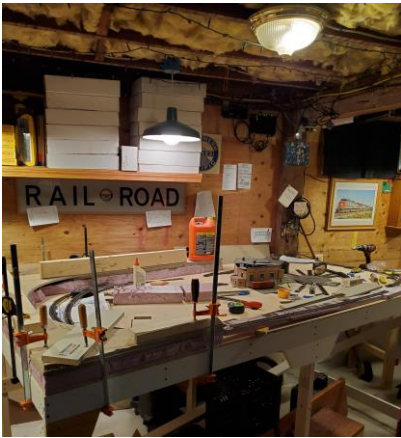
Fred Lockhart: "Besides working at the club, I have set up two sets of locomotives into advanced consisting using cv 19. They all have LokSound decoders, so I have been using the LokSound programmer, which I am still going up on its learning curve but making progress. The latest project I have started are two Kato RSC-2s, I have



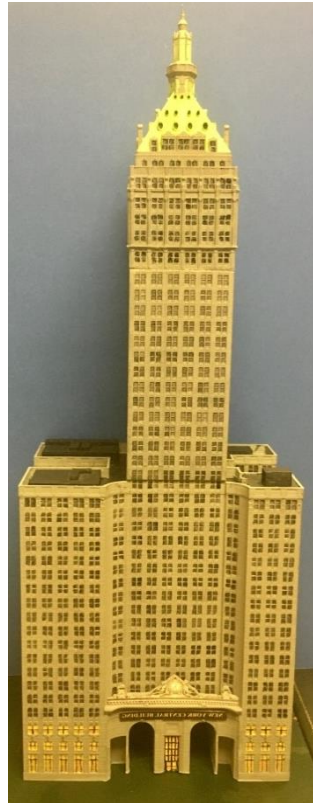
picked up at shows with the intention of making them into RS-2s. I ordered BB trucks from Kato so that part is not difficult. They will be painted in New Haven colors. I started on one shell by fitting the steam generator exhaust stack, but am switching to work on the chassis; I like to solder wires between the trucks and decoder for a positive connection and will mount the decoders and speakers. In the meantime, I will strip the shells and when I get confirmation of the location of other detail locations I will proceed with the shells."

Kurt Kramke: "I have done some things to the house-ground plug outlets. I am close to finishing the trackwork for the On30 layout-engine facilities still to do. I have also been playing around with lighting effects and will start rebuilding the HO layout to look like #79 from the original '101 Track Plans', as I really do not like how the current one runs--it looked good on paper."





Roger St. Peter: “Hi all. Little work at the Club, so building my own...got a grandson on the way in May. Take care and stay well.”

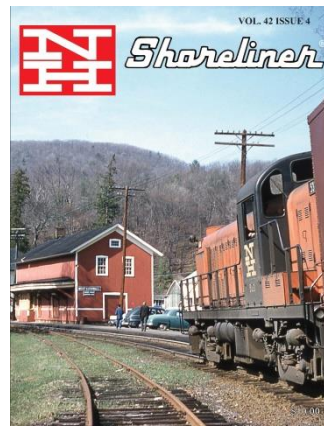


Peter Palica: “I finally put the finishing touches on my New York Central Building.”

Paul Cutler III: “This month, I’ve been busy working on the next issue of the NHRHTA’s *Shoreliner* magazine (front and rear cover shown below). Instead of one large topic, this issue has a number of smaller articles. As for modeling, I’ve been working on installing headlights into Gunny’s Atlas RS-3 and my father and I built a couple old Athearn blue box kits we had lying around. It’s been awhile but it’s like riding a bike. I’ve also been to the club a couple times, and while there I installed and tested a Rapido Trains magnetic uncoupler in a test location in Boston yard. Fred Lockhart drilled a couple holes for me to install it, and after some minor tweaking, I think this device will work well. The way it works is that it’s a permanent magnet that rotates 90° at the push of a momentary toggle. When rotated in line with the track, it operates our Kadees coupler knuckles and opens them. When turned, the magnetic poles are moved so that they do not open the

knuckles. Instead of pulling sideways towards the rails, it pulls down the length of the track. It’s pretty clever, I have to say. However, while it will uncouple through the 1/4” roadbed, it’s too far away to fully delay them (which means being able to push a car with the knuckles offset due to the magnet pulling them out of alignment). I tried it mounted right below the ties and it was too strong. So strong that it actually moved a car towards it. So some kind of shim between the ties and the uncoupler should make it work just the way we want, we just have to discover what that shim is.

Oh, and while at the club I test ran some recent acquisitions from the holidays to make sure they stay on the track. Some did, and some didn’t. Model Railroading is fun...right?”



Ye Ed: I have been messing with the new Rapido coaches, which were brought out in MBTA colors/decoration. Unfortunately, though not wrong, they did not include the yellow striping between the purple window band and the stainless sides. Some cars were like this but most of the 76 cars that were bought from the New Haven to use on the Commuter Rail routes did have the yellow stripes. Getting them straight the length of the car, two to a side, is time-consuming but definitely makes the car look better, I think. Another project with these cars was to add marker lights to one of them. Unlike all of the other recent passenger cars, which Rapido has produced with working markers, these cars have molded-on marker lights, which don’t work. I prepared an article for a future *Speedwitch* magazine, with step-by-step instructions for making them work.



MEETING PLACE of the Quincy Model Railroad Club, operating the "Old Colony Connecting Railroad" at Stanley-Winthrop's, 7 Revere Road, Quincy, has attracted model builders and enthusiasts from all over New England. A complete stock of kits, supplies, and authentic to-scale fittings of the highest quality is carried for the convenience of builders of any kind of models. Stanley-Winthrop's has brought to this locality a craftsman's headquarters of which the South Shore can be justly proud. Now one need not send away and wait for their materials. They get the BEST at once at Stanley-Winthrop's, Quincy, or in Boston at 38 Chauncy St., Suite 814.

RUNNING EXTRA:

Pics from a 1950s Quincy Patriot Ledger article. Note our former name: "Quincy Model Railroad Club"!

EDITED FROM THE BRATTLEBORO REFORMER, NOVEMBER 21, 2020

Brattleboro Amtrak station on track for rebuild
By Bob Audette, Brattleboro Reformer

BRATTLEBORO — The Amtrak station in downtown Brattleboro is due for a remake, and Thursday morning Amtrak announced it was beginning a feasibility study to determine if a new station should be built.

The station will continue to feature a staffed attendant within an hour of a train's departure or arrival time and will also now feature a bike rack and a covered outdoor space. In Amtrak's 2019 fiscal year, Brattleboro Station provided 16,765 customer trips to passengers. *[Contributed by Richard Lee]*

EDITED FROM THE BRATTLEBORO REFORMER, DECEMBER 7, 2020

Amtrak station project expands parking
By Chris Mays, Brattleboro Reformer

BRATTLEBORO — As part of the new train station Amtrak plans to build, the town is taking on a project that will net an increase of 25 parking spots in the Depot Street lot.

The new station will be on the east side of the tracks. The former Union Station building can be seen in the background. *(Town of Brattleboro)*

The new station is scheduled to be constructed in early 2022 on the east side of the existing railroad tracks. Amtrak is expected to spend \$4.5 million on the project, and the town will lease and maintain it.

The new station is designed to have the first level-boarding platform in Vermont, at 4-feet tall and 345 feet long. The boarding platform also will be heated to melt snow, a feature advocated for by town staff. *[Contributed by Richard Lee]*

The sorry-looking Amtrak Station in Brattleboro, located in the lower level of the former Union Station building, is long overdue for an upgrade. *(Kristopher Radder - Brattleboro Reformer)*

An early street view of the Brattleboro Union Station. Most of the 1915-built station is occupied by the Brattleboro Museum and Art Center. The building was added to the National Register of Historic Places in 1974. *(BrattleboroHistory.com)*

Amtrak's proposed new station will feature the first level-boarding platform in Vermont. Measuring approximately 48 inches above track, the proposed platform will allow customers to move on or off a train without having to step up or down. Additional ADA-compliant amenities include parking, ramps and steps up to the platform level, lights, signage, a new waiting room with an attached restroom, and covered outdoor seating.



AMTRAK IV

Find the words in the grid. Words can go horizontally, vertically and diagonally in all eight directions.

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