

The Semaphore

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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2021
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VOLUME 41 ■■■■■ NUMBERS 6-7 ■■■■■ SUMMER 2021

CLUB OFFICERS

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 Chief Engineer.....Fred Lockhart
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Bob England ('22)
Roger St. Peter ('23)
Gary Mangelinkx ('23)

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ON THE COVER: On the “Shoreline”, just west of Rocky Neck State Park in East Lyme, CT. RS-11 #1405 pulling a local, as there is no food service car with the coaches, ca. late ‘50s. (T.J. McNamara photo, courtesy Paul Cutler III and NHRHTA archives.)

FORM 19 ORDERS

MAY B.O.D. MEETING

JUNE B.O.D. MEETING

Monday, June 28th 8 p.m.

JULY BUSINESS MEETING

Monday, June 12th 8 p.m.

MOVIE NIGHT

Monday, July 19th 7:30 p.m.

JULY B.O.D. MEETING

Monday, July 26th 8 p.m.

AUGUST BUSINESS MEETING

Monday, August 1st 8 p.m.

SUMMER OPEN HOUSE

Saturday, August 7th 9 a.m.-4 p.m.

AUGUST NEWSLETTER DEADLINE

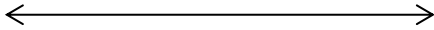
Sunday, August 22nd

AUGUST B.O.D. MEETING

Monday, August 29th 8 p.m.

CONTESTS

Congratulations to **Bob England** on winning this month's "50-50 Raffle"!

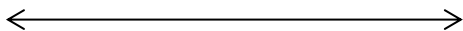


At the **June** Business Meeting we had four "Happy Birthday Amtrak" drawings for the four months-worth of Amtrak contests. There were 19 members participating and each (except Al T.) had up to 4 chances in the drawing, depending on how many contests they submitted; there were 56 entries. Here's who joined the fun:

Will Baker	Doug Buchanan
Ron Clough	Paul Cutler, Jr.
Mike Dolan	Bob Farrenkropf
Jim Ferris	Fred Foley
Dick Grimm	Gunny
Fred Lockhart	Bryan Miller
Savery Moore	Al Munn
Dan Peterson	Roger St. Peter
Don Pierce	Brendan Sheehan

Al Taylor

Winning the drawings were: **Dan Peterson, Savery Moore, Ron Clough and Fred Lockhart!**



For the **September Business Meeting**, we return with one of Al Taylor's famous "Word-Find" puzzles. This one is "Early 1900's Massachusetts Railroads". The puzzle is on the back and extra copies in the usual place.

CHIEF'S CORNER

Fred Lockhart

This is one of those months that I sit at the computer, with a blank stare at the screen, so here goes...let's see what I can come up with. It would be real easy to just say "No Report" but I won't do that.



Progress

The Scenery Committee is still working on the same projects as last month; the work on the Cedar Hill arrival / departure yard is reaching the steel mill area, so they are starting to think about the Coach yard. New this month: Mike Dolan has laid out the trackwork for the trolley line car barn area and will be building the turnouts; there will be two tracks inside the barn and three outside. The Benchwork Committee did get the other part of the new section up on tables and the Electrical Committee has started the wiring. Pretty straight-forward, with mostly two mainline tracks, sub electric buses for proper detection in the junction area and only four turnouts to wire.

Going Forward

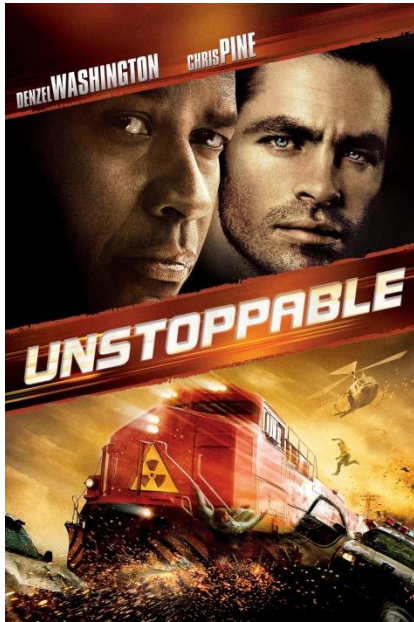
The other section will be down in its normal position shortly, then the fascia can be re-installed, control panels for turnouts will be installed along with UP5s for plugging in the throttles. Maybe by August we will have the other section down on the floor ready to re-connect to the first one.

Well that's it for this month, always glad to hear your comments or questions.

Fred Lockhart
Chief Engineer

MOVIE NIGHT RETURNS!

It's been three years, since we had an evening of movies at the Club and Jack suggested that it was time...so, on Monday, July 19th we are going to celebrate getting back together and enjoy movies and popcorn! As before, we will have a "short" and then a "Feature Presentation", one of my favorites:



Join us, starting at 7:30, for this presentation in "Surround Sound" on our "big screen"...always a fun time!

SEMAPHORE MEMORIES

SUMMER 2016 (5 years ago)

- ✱ MBTA begins non-stop Commuter Rail service between Boston and Worcester.
- ✱ Siemens and Amtrak celebrate completion of last of 70 new ACS-64 electric locomotives built in Sacramento.
- ✱ Berkshire Scenic RR begins operation out of North Adams, MA, using historic Budd RDC-1.
- ✱ Work began on installation of 18-mile-long second main track between Albany & Schenectady, a major "choke" point for over 25 years.
- ✱ First of two Siemens SC-44 "Charger" locomotives arrives at Pueblo, CO, test center operated by D.O.T.
- ✱ Double-headed "farewell trip" operated for AEM-7 "Mighty Mouse" electric locomotives.

SUMMER 2011 (10 years ago)

- ✱ Northeast Chapter of PRR Society holds meeting at SSMRC for first time: Ralph Weischedel is president.
- ✱ Wiring on 3rd leg progressing; not yet connected to RR
- ✱ CSX begins \$100-million expansion of Worcester yard.
- ✱ Saratoga & North Creek RR plans to begin operations.
- ✱ Irving Transportation Services starts new railroad: Maine Northern Railway, from Madawaska to Millinocket. Formerly Montreal, Maine & Atlantic trackage.
- ✱ MBTA institutes "Quiet Car" on all Commuter Rail lines
- ✱ Weekend service on three "Old Colony" lines suspended until December, due to tie replacement on "Main Line" from Boston to Braintree.
- ✱ Our first "Summer Open House" held on last July Saturday.

- ✱ Delli Priscoli changes mind, with no buyers for his \$10-million "Edaville" property for home subdivision. Will re-open park for September-December season.

SUMMER 2006 (15 years ago)

- ✱ Doug Buchanan retires as Treasurer for 30+ years.
- ✱ Conway Scenic RR adds Ex-QBT U-23b #21 to roster.
- ✱ Plans to build 40-story office building and 13-story hotel above South Station proposed.
- ✱ 1205th Transportation Railway Battalion of U.S. Army Reserves at Middletown, CT, deactivated.
- ✱ Iowa Interstate RR takes delivery of two Chinese OJ 2-10-2 locomotives; built in 1980s. To be used for railfan trips.
- ✱ UP unveils first "Heritage"-series paint schemes on locomotives commemorating railroads they absorbed: D&RGW, C&NW and SP on SD70MACs.
- ✱ \$6-billion project to complete two new RR tunnels under Hudson River expected to be completed in 2015.
- ✱ CT purchases 11 new locomotives built by Brookville Equipment Corp. of Brookville, PA, to replace 50+ year-old F10s and FL9s on Waterbury and Danbury lines.
- ✱ MBTA takes delivery of last batch of new tokens, soon to be replaced by "Charlie Card".

SUMMER 2001 (20 Years Ago)

- ✱ Boston-Portland Amtrak service scheduled for fall start
- ✱ VIA Rail introduces "Silver & Blue" service amenities.
- ✱ Connecticut D.O.T. begins \$300-million project to replace 1907-era catenary on ex-New Haven main.
- ✱ Abandoned St. Johnsbury & Lamoille County RR in Vermont to be converted into series of recreational trails.
- ✱ Amtrak finally moves into Worcester's rebuilt Union Station.
- ✱ State spends \$8-million to complete design phase for new RR stations in Fall River and New Bedford.
- ✱ Greenbush Commuter Rail restoration "Final Environmental Impact Report" file with Executive Office of Environmental Affairs.

SUMMER 1996 (25 Years Ago)

- ✱ Amtrak's *AutoTrain* goes *Superliner*.
- ✱ Amtrak places order for 98 "Genesis" P42 locomotives.
- ✱ Group called "Edaville Entertainment" plans to reopen as theme park in July.
- ✱ Member Alan Nickerson establishes our "Home Page" on the Internet.
- ✱ BNSF picks new paint scheme, similar to old Great Northern's and calls it "Heritage".

SUMMER 1991 (30 Years Ago)

- ✱ Long-time member Bob Persson passes away suddenly at age 53.
- ✱ Amtrak inaugurates "Empire Connection", moving all trains previously using Grand Central Terminal to Penn Station in New York City.
- ✱ French and English workers make final breakthrough in English Channel "Chunnel".
- ✱ MBTA unveils plans for new RTE 128 station.
- ✱ Amtrak completes study of restoration of train service to Portland, Maine from North Station.
- ✱ MA State Transportation Secretary, Richard Taylor, pledges that all three lines of Old Colony will be built.

SUMMER 1986 (35 Years Ago)

- Editor rides inaugural Amtrak Cape Codder to Hyannis; restoring service ended over 20 years prior. New Amtrak slogan: "Amtrak puts the beach within reach!"
- Ron Clough begins multi-part travelogue "All Aboard Expo 86", a 27-day, 10,000-mile trip to British Columbia and Alaska.
- I.C.C. blocks merger of ATSF and SP.
- Amtrak single-tracks Springfield-New Haven line.
- Amtrak places first "Material Handling Cars" in service.
- New Hampshire Northcoast RR purchases section of Conway Branch between Rochester and Ossipee, NH, from Guilford.
- Amtrak's First Class tickets now include meals.
- New Providence RR station dedicated.
- Wolfboro RR (NH) equipment sold and removed from property.
- Strike against Guilford causes havoc with northern New England rail service.
- NMRA Convention held in Boston, with equipment display in Braintree Yard and SSMRC getting bus load of conventioners at Weymouth premises.
- Cape Cod & Hyannis RR gets go-ahead with three daily round-trips between Braintree Red Line station and Hyannis.

SUMMER 1981 (40 Years Ago)

- Conrail deficit of \$4.8-billion causes FRA Administrator desire to put up for sale but CR executive L. Stanley Crane asks for "more time". (CR became very profitable and was sold 17 years later to NS and CSX, after a "bidding war".)
- Operations Chairman John Governor introduces "Hand Signals" to our Operations, complete with Rule Book.
- "Portable RR", taken in Chet Prices big Ford station wagon to North Conway Model RR Club's show for last time.
- New "card-key" security system installed on door from entry room to North Division layout room in Weymouth.

POTPOURRI

TRANSIT PROJECTS would receive \$13.5 billion and Amtrak would get \$2.7 billion as part of \$88 billion devoted to the U.S. Department of Transportation under the Biden Administration budget proposal submitted to Congress last month. "This budget reflects our Administration's priorities, and responds to our country's needs," U.S. Transportation Secretary Pete Buttigieg said. "It will start giving America the tools to get back to work, modernize our infrastructure, combat the climate crisis, and build equity into our transportation system so everyone can get around safely and affordably." The transit funding would include \$2.5 billion for Capital Investment Grants, a \$459 million increase, to accelerate projects already in process

and support new projects seeking approval, as well as \$550 million for Transit Infrastructure Grants. Of that, \$250 million will go to the Zero Emission Bus Program. The Amtrak funding represents a 35% increase to address track and station improvements, fleet refreshment, and system-wide maintenance. Another \$625 million would create a new program, Passenger Rail Improvement, Modernization and Expansion, or PRIME, grants, to develop and expand rail corridors across the nation. (TN)

●●●●● **THE FEDERAL RAILROAD ADMINISTRATION**

and Federal Transit Administration have issued the Final Environmental Impact Statement and Record of Decision on the Gateway tunnel project under the Hudson River, which clears the way for the project to receive federal funding. "This is a big step for the Northeast, and for the entire country, as these tunnels connect so many people, jobs, and businesses," Transportation Secretary Pete Buttigieg said in a press release. "... Now we need to make sure to provide the funding America needs to deliver world-leading infrastructure in this region and in every part of the country." The \$11.6 billion project — which will build new Northeast Corridor tunnels connecting New Jersey and New York's Penn Station — is a joint effort of NJ Transit, the Port Authority of New York and New Jersey, Amtrak, and the Gateway Development Commission. The FRA began the environmental review in May 2016; its completion will allow the U.S. Army Corps of Engineers to issue a permit for the project, which is expected later this year. (TN)

●●●●● **UNION PACIFIC HAS ANNOUNCED**

it will introduce a locomotive with a commemorative paint scheme honoring its Employee Resource Groups,



organizations which seek to support the railroad's diversity efforts. The "We Are One" locomotive carries No. 1979, marking the year the first such group, the Black Employee Network, was established. It will be unveiled in Houston in honor of Juneteenth (June 19th), the holiday marking the

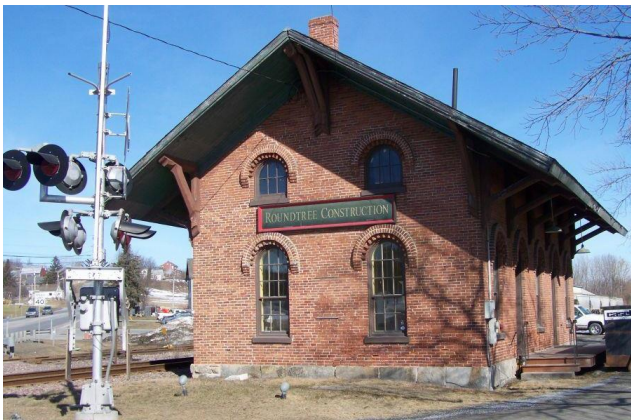
end of slavery in the U.S., and will travel the UP system leading up to the ONE ERG Conference in Omaha Sept. 1-2. (TN)

●●●●●

AMTRAK RELEASED A REPORT offering more details on the “Connect US” map it released earlier this year for service expansion. What the company is calling its “Corridor Vision” report calls for a \$75 billion federal investment over 75 years to add 39 new routes and enhance service on 25 others, leading to service in 47 of the 48 contiguous states and new stations in more than half of those states. The passenger railroad says this expansion would generate \$8 billion in annual economic benefits by 2035, along with an additional \$195 billion in economic activity resulting from capital projects during the same period. “Now is the time to invest in our country’s infrastructure and future,” Amtrak’s CEO Bill Flynn said in a press release. “New and improved rail service has the ability to change how our country moves and provides cleaner air, less traffic and a more connected country.” (TN)

●●●●●

A VERMONT RAILROAD STATION that faced demolition to make room for Amtrak service will be saved, according to a town official. The New Haven, Vt., station, which dates to the 1850s, will be moved to a vacant lot next to the New Haven Town Office parking lot, a location several miles from its current location. The station will be moved sometime after Oct. 1, at a cost estimated at



\$600,000. Some of the necessary funds will come from the state’s transportation budget, town Selectman Steve Dupoise told the newspaper, and the city has applied for a regional grant for additional funding. The station, built for the Rutland

& Burlington Railroad, was listed on the National Register of Historic Places in 1978. If not moved, it would have to be moved to meet clearance requirements for the planned extension of Amtrak’s *Ethan Allen Express* to Burlington, Vt. (TN)

●●●●●

IT’S BACK TO THE DRAWING board for CSX Transportation’s proposed acquisition of New England regional Pan Am Railways. The Surface Transportation Board rejected as incomplete CSX’s application to acquire control of Pan Am. “The Board finds that the application fails to include all of the information needed to satisfy the Market Analysis required for a ‘significant’ transaction application,” the board said in its decision. CSX can file a revised application that addresses the board’s concerns, and indicated that it plans to do so. “CSX appreciates that the STB desires additional information,” the railroad said in a statement, “and we will provide it as expeditiously as possible. We are confident that the pro-competitive acquisition of Pan Am will bring significant benefits to stakeholders in the Northeastern United States and beyond and look forward to presenting further detail illustrating those benefits.” This is the second strike against CSX in the merger application process. CSX initially sought to have the Pan Am deal treated as a minor transaction that would get a streamlined board review. But the STB in March ruled that CSX’s acquisition of Pan Am is a significant transaction requiring a more rigorous review process. (TN)

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ITS STOKER REPAIRED, Norfolk & Western Class J steam locomotive No. 611 made the move from the Virginia Museum of Transportation on May 24th and was slated to begin operation at Pennsylvania’s Strasburg Rail Road on Saturday, May 29. No. 611 is scheduled to remain at Strasburg through Oct. 3. (TN)



●●●●●

AMTRAK WILL RESTORE TRADITIONAL dining-car service for sleeping-car passengers on its western long-distance routes as of June 23, with chef-prepared meals for breakfast, lunch, and dinner. In a Wednesday press release, the passenger railroad promises “a redesigned menu,” new appetizers, and table service with glassware, cutlery and linen tablecloths, with ceramic dishware to be added later this year.



A display on one of the tables in a dining car shows the new Amtrak breakfast menu with a photo of the “Railroad French Toast.” (Trains: David Lassen)

This service will be offered on the *California Zephyr*, *Coast Starlight*, *Empire Builder*, *Southwest Chief*, *Sunset Limited*, and *Texas Eagle* (between San Antonio and Los Angeles; the Chicago-San Antonio segment loses the full meal service it had before the pandemic). It restores service replaced in April 2020 by pre-prepared meals as a result of the COVID-19 pandemic. (TN) Note that eastern LD trains aren’t included...yet. ☹ – Ed.

●●●●● **DEBUT OF AMTRAK’S** next-generation *Acela* trains will be delayed by a year because of modifications needed to make the train compatible with Northeast Corridor infrastructure. The first of the 28 new Alstom trainsets had been expected to enter service this year, but the debut is now projected for spring 2022 as a result of modifications to the catenary system. The train’s pantograph would lose contact with the catenary wire and could not reach top speed, according to an official involved with the project. Modifications to solve the problem have required additional testing, computer modeling, and simulations. Those tests “have been an extended affair,” says Larry Biess, Amtrak assistant vice president of mechanical, adding several months to the timeline to deliver the equipment. The aging, curvy nature of the Northeast Corridor has presented problems that the *Avelia Liberty* trainsets not faced by their European counterparts, he said. Pandemic-related problems have also added to the delays. (TN)

●●●●● **PROBLEMS WITH LEAD** in restroom water supplies have delayed the introduction of new Siemens passenger cars for state-supported Amtrak service in California and the Midwest, but Siemens says it has a solution to the problem. The issue was discovered during routine testing last November, according to Caltrans spokesman Christopher Clark. While a Siemens spokeswoman said a solution to the lead problem “was developed and validated for implementation on all cars” to meet water-quality standards of the Food and Drug Administration and Environmental Protection Agency. But Clark said further testing will be needed “to attempt to verify the proposed solution” before the cars can be delivered. Caltrans is the lead agency in overseeing the \$386 million, 137-car order for single-level cars awarded to Siemens in 2017 as a replacement for bi-level cars which original contractor Nippon-Sharyo was unable to build. The delay with the equipment being built at Siemens’ plant in Sacramento means nine years have passed since the original equipment order without any cars entering service. (TN)

●●●●● **A PROPOSED EXTENSION** to link the Massachusetts Bay Transportation Authority’s Red and Blue rapid-transit lines could cost \$850 million and take a decade to design and build. MBTA Chief Engineer Erik Stoothoff told the MBTA’s Fiscal and Management Control Board during Monday’s meeting that the project would require a more than 2,000-foot tunnel to extend the Blue Line from its current Bowdoin station endpoint to the Red Line’s Charles/MGH station. The Bowdoin station would be closed, while Blue Line platforms would be added at Charles and connected to a building at Massachusetts General Hospital. The project is currently unfunded, but if the MBTA begins procurement this year, construction could begin in 2025 and be completed in 2030. (TN)

●●●●● **AMTRAK IS OFFERING \$200** off its relaunched USA Rail Pass to take up to 10 rides at many of the company’s 500 destinations for a limited time. The passes are available to purchase through June 22 to take a “multi-segment train journey across America” for \$299, which the company says in a [news release](#) is less than \$30 per ride for 10 trips over 30 days. (RA)

●●●●● **WEEKEND COMMUTER RAIL** service is returning to the South Shore months after it was axed in pandemic-fueled cuts. Weekend trains will begin

running again on all commuter rail lines with new schedules effective July 3rd. (PL)

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AMTRAK IS GOING TO REFURBISH 450 long-distance cars at a rate of roughly 3 per week; it will take about a week to replace the seat covers with the new leatherette, replace carpets, install LED lighting and deep-clean each coach. Amtrak is doing the work in-house at its maintenance bases in Beech Grove, Indiana, Seattle, Washington and New Orleans, Louisiana. Refurbished units will start to roll out in weeks, and by the end of the summer we'll see spiffy new bi-level coaches popping up around the country. (RPA)

●●●●●

THE SENATE COMMERCE COMMITTEE this month approved a transportation bill providing \$78 million over five years to fund projects including significant rail components, drawing praise from two major freight rail organizations. The Surface Transportation Investment Act — the product of efforts led by committee chair Maria Cantwell (D-Wash.) and leading Republican member Roger Wicker of Mississippi — includes \$25 billion for Amtrak and \$28 billion for transportation construction grants. As presented to the committee, the bill includes \$2 billion a year for a new program for major projects of national significance; \$1.5 billion a year for RAISE (Rebuilding America Infrastructure with Sustainability and Equity), the program known under previous administrations as TIGER and BUILD; and \$1.2 billion for INFRA (Infrastructure for Rebuilding America) grants, a freight-focused program. The committee approved the bill by a 25-3 vote. The bill also includes \$7.5 billion for rail-related safety projects and increases funding for Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants. (TN)

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AMTRAK'S DOWNEASTER WILL ADD a stop in Falmouth, Maine, June 24-27 to serve spectators attending a professional golf tournament. The stop at the Falmouth Country Club golf course during the Live + Work in Maine Open tournament, part of the Korn Ferry Tour, will put spectators just a 10-minute walk from the tournament entrance. The tournament will be providing free shuttle bus service. There is no on-site public parking for the tournament. "We are proud to partner with the Live + Work in Maine Open to make accessing the tournament easy and stress-free for golf fans," Patricia Quinn, executive director of the Northern New England Rail Authority, which sponsors the Downeaster, said in a press release. (TN)

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AMTRAK SHOWED OFF the first of its new long-distance Siemens Chargers on June 15th at Chicago Union Station, as part of a media event on upcoming improvements to long-distance service. The first of the ALC42 locomotives is still two or three months from entering service. After taking delivery, it will be sent to Wilmington, Del., where it



will test on Amtrak-owned tracks, then enter service on the long-distance trains that operate to and from Washington, D.C. — the *Crescent*, *Capitol Limited*, and *Cardinal*. The locomotive wears what Amtrak is calling a "transitional" paint scheme that will be featured only on eight locomotives, with the blue on the carbody ending at a red chevron meant to harken back to the similar mark that was part of the "Phase One" paint scheme. (P42 locomotive No. 161, wearing the 50th anniversary version of that scheme, was also on display at Union Station's Track 2.)

The new 4,200-hp locomotive features a number of upgrades from the 4,400-hp SC44 Chargers used in Amtrak's state-supported services. Devon Parsons, senior manager of equipment engineering, says it features upgrades and newer technology for of a number of systems. "We've really been in close collaboration with Siemens; they've been great partners," he said. "We've made a lot of upgrades to the platform that Amtrak's pioneered with them." (TN)

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THE EAST BROAD TOP RAILROAD reached a couple of restoration mileposts over the month. On Friday, June 11, it reopened for scheduled public passenger service for the first time in 10 years. The owner, the nonprofit EBT Foundation Inc., has run trains for several special events. But this was the first scheduled service since 2011, when the former owners closed the historic central Pennsylvania narrow gauge line. Rolling stock, facilities, and the lion's share of the original 33-mile line, about 27 miles, were sold to the Foundation in February 2020. Powered by General Electric center-cab

diesel switcher No. M-7, the train operated north of the line's headquarters town of Rockhill Furnace about 3½ miles to Runk Road Bridge, making three round trips each day Friday through Sunday, June 11-13.



EBT's 1927 Brill Co. gas-electric car No. M-1 and parlor car No. 20 travel to Colgate Grove, near Shirleysburg, Pa., on June 11, carrying members of the state House of Representatives Tourism and Recreational Development Committee to inspect restored and continuing trackwork. (Dan Cupper)

Earlier in the week, the railroad ran two special movements a mile farther north along its main line to the tourist-era destination of Colgate Grove. In both cases, the consist was 1927 gas-electric car No. M-1 and parlor car No. 20, the *Orbisonia*. The first trip took place on Tuesday, June 8, carrying the Foundation's board to see the progress on track renovation, ballast placement, brush clearing, and drainage improvements. The second trip, run on Friday, June 11, carried members of the Pennsylvania House of Representatives' Tourism and Recreational Development Committee to inspect the same work. The railroad is aggressively pushing efforts to reopen the line to Colgate Grove for regular service, possibly within a few weeks. EBT crews and track specialists of the Friends of the East Broad Top volunteers have removed and are relaying track on the wye at the picnic grove. The south leg of the wye is nearly finished, and the work has shifted to the north leg and the main line. (TN)

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ON JUNE 18, AMTRAK and the state of Maryland announced that the 148-year-old Baltimore and Potomac Tunnel will be replaced in the next 10 years at a cost of \$4 billion. The passenger carrier and Maryland will work together to execute the project, which currently has no funding source. Amtrak is in the process of finishing the design and purchasing sections of right-of-way. Officials are saying the tunnel will carry electric-powered trains.

The existing tunnel currently is a safety concern and does not meet the demand for freight and passenger rail. The Federal Railroad Administration (FRA) has marked the tunnel structurally deficient. Poor soil has floor slabs sinking, requiring ongoing maintenance. Amtrak spent \$71 million in 2020 to build new track in the tunnel. The section is a major bottleneck for Amtrak, MARC commuter, and commercial rail as trains move through the Northeast Corridor. Amtrak wants to build single-track twin tunnels that would be constructed about a half a mile north of the existing tunnel. Currently trains travel at around 30 mph through the two-track, 1.4-mile tunnel, and two separate tubes will allow movement to reach up to 100 mph. (RA)

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MBTA OFFICIALS ANNOUNCED on June 21 that a portion of the 4.7-mile project pulling the Green Line out to Somerville and Medford would not be open until December. The Extension's one stop to Union Square in Somerville was originally slated to start service in October of this year. The entire line will not be running until spring 2022, a full five months late. COVID-19 is to blame for the delayed start, as supply chain issues became an issue as early as last spring. GLX Constructors, the prime contractor, has been working day and night dealing with deliveries on items that have been backlogged for months. MBTA came to an agreement with GLX Constructors to reduce the agency's risk of facing COVID-19-related lawsuits and to firm up the schedule. MBTA will pay up to \$80 million from the project's built-in contingency funding budget to safeguard itself from legal conflicts, pay for additional work, and to execute contractor staffing requirements for the remaining life of the project. The Green Line Extension project currently sits at 80% complete, with 65% of the track work done. (RA)



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PENNSYLVANIA RAILROAD Class K4s 4-6-2 steam passenger locomotive No. 1361 will be restored to operating condition under a \$2.6 million

campaign announced last Thursday by the Railroaders Memorial Museum and its partner, engineering consulting firm FMW Solutions LLC. Making the announcement was C. Wick Moorman, chairman of a newly reconstituted museum board and retired CEO of Norfolk Southern and Amtrak. With him were Joseph DeFrancesco, executive director of the museum, and a host of engineering experts led by FMW President Davidson Ward. The scope of restoration work will cover repairs to the frame, appliances, spring rigging and brake rigging, drivers, and running gear of the engine, built by PRR in its Juniata Shops in 1918. In 2019, the museum contracted with FMW to conduct a six-month inspection of No. 1361, which included a full review of records of earlier work. Previous assessments that it would need a new boiler turned out to be incorrect (some repairs will be required), as the boiler courses are basically sound. However, the squared-off Belpaire firebox — common to most PRR steam locomotives but unusual in American practice — will need to be replaced. (TN) Wow...the PRR “fans” should be thrilled!-Ed

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IN A BREAK FROM ITS 140-YEAR history, the Durango & Silverton Narrow Gauge Railroad appears to be on the way to running an entire season without using a coal-burning locomotive. The railroad is set to handle the season with two steam locomotives converted from coal to oil firing, as well as one of its increasing fleet of diesels. If demand requires, a third oil-burning steam engine should be ready later this summer. “It’s a new era,” Durango & Silverton general manager Jeff Johnson told the news site. “Things change, but that’s part of progress.” The shift away from the railroad’s traditional coal-fired locomotives was hastened by the summer of 2018, when a wildfire known as the 416 fire burned more than 54,000 acres and devastated local businesses, including the railroad, which was forced to shut down for an extended period. The federal government has said one of the railroad’s trains is responsible, and is suing to recover \$25 million in firefighting costs, while local businesses are also suing for damages. That year led Al Harper, CEO of Durango & Silverton parent American Heritage Railways, to vow the railroad would never again be shut down because of fire, leading to a \$7 million commitment to convert to oil-burning steam engines and diesel locomotives. Johnson told the Telegraph there have been few complaints: “Most people understand the reason why we moved in the direction we have. And we’re generally filling every seat we can offer right now.” (TN)

●●●●●●
NEW JERSEY’S WHIPPANY RAILWAY Museum has unveiled Lackawanna Railroad Subscription



Club Car, completing a seven-year project to restore the car built by Barney & Smith Car Co. of Dayton, Ohio, in 1912. Car No. 2454 was converted to electric propulsion in 1930 by

American Car & Foundry Co. and assigned to the Delaware, Lackawanna & Western’s Hoboken-Gladstone run on a train known as the “Millionaire’s Express.” Retired in 1984, the car was donated to the museum by the United Railroad Historical Society in 2014 and restored by StarTrak, Inc., of Boonton, N.J.,



with thousands of hours of work by museum volunteers. The overhaul for public excursions exceeded \$500,000 and was paid for by the New Jersey County Transportation Officials Association and Liberty Historic Railway, Inc. The interior has been restored to its 1912 appearance, with a few 1930s additions. (TN)

●●●●●●
AMTRAK WILL RESTORE a second weekday round trip of its *Valley Flyer* between New Haven, Conn., and Greenfield, Mass., as of July 26, along with restoration of three trains on the New Haven-Springfield, Mass., portion of the route that were suspended in March 2020. The additions, along with the July 19 return of the *Vermont*, which uses the route during its trip between Washington, D.C., and St. Albans, Vt., will represent a return to the full pre-COVID-19 levels of service. (TN)

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GROUND HAS BEEN BROKEN on a new viewing platform at California’s Tehachapi Loop, with completion expected by mid-July. The platform will end the need for those viewing trains at the loop to stand along a narrow shoulder of Woodford-Tehachapi Road, easing safety concerns. (TN)

●●●●●●
THE EAST BROAD TOP RAILROAD has hired an archivist to begin organizing and cataloging hundreds of cubic feet of the historic narrow gauge line’s company records. Julie K. Rockwell of nearby

Huntingdon, Pa., is leading efforts to sift through a vast collection of material documenting the operations of the 33-mile central Pennsylvania coal carrier, which operated from 1873 to 1956 before being revived as a steam-powered tourist railroad from 1960 to 2011. Its owners, the Kovalchick salvage family of Indiana, Pa., sold the majority of the line, 27 miles, plus shops, offices, and rolling stock, to the nonprofit EBT Foundation, Inc., in February 2020. The archivist position is jointly funded by \$10,000 each from the 1,500-member Friends of the East Broad Top volunteer organization and an anonymous donor. Rockwell has completed a master's degree program in museum studies and digital archiving from Johns Hopkins University. Her experience includes work on programs to interpret and curate displays on the history of canals and on the Pennsylvania Railroad photography of William H. Rau. Working with her is intern Sammy Bellin, a history student from Pittsburgh who is a senior at Juniata College in Huntingdon. "We have a challenging task ahead, but what an honorable task," Rockwell said. "I am in awe of the history and depth of the materials and records that have been kept for over a century." She credited the Kovalchick family and longtime EBT office manager David Brightbill with taking measures to protect the archives, which date to the 19th century. Initial work is what she calls "triage" via a "spot inventory." Eventually, EBT will need to design and fund a longer-range program to store, sort, and catalog the material. Some records may be digitized for internal use and public access. The records occupy three brick-lined fireproof vaults that are at least 12 feet tall; a roomful of file cabinets; part of the engineering office; and part of the board room, all in the two-story station and general office building. Other items were found in the former master mechanic's office, a stone farmhouse that is the oldest standing structure in the Rockhill yards. "The best thing about the EBT is that they kept everything, but they didn't organize it," said Bellin. "That's our job." (TN)

●●●●●●
PRESIDENT JOE BIDEN and a bipartisan group of U.S. Senators have agreed on a five-year, \$973 billion infrastructure framework that includes \$579 billion in new spending over that period, of which \$312 billion is slated for transportation. Of the new transportation spending, public transit would receive \$49 billion; passenger and freight rail, \$66 billion; ports and waterways, \$16 billion; roads, bridges and major projects, \$109 billion; and airports, \$25 billion. The framework also includes \$266 billion for other new infrastructure spending

on water, broadband and power infrastructure, for instance. Added to a baseline of \$394 billion, the framework would total \$973 billion over five years. If extended to eight years, the entire package would total \$1.2 trillion—55% of what the White House originally proposed, and which most Congressional Republicans opposed. (RA)

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

TRAINS

- What Amtrak Misses
- The Moment of Birth
Amtrak
- Commentary-Bill Stephens
Y'all Aboard?
- Going Coastal in California
- RAILROAD MODEL CRAFTSMAN**
- Boomer Trail Special: Amtrak's 50th
- Southern Pacific's Shasta Route in HO
- Build a Swing Gate
- Techniques for Standout Craftsman Kit Structures
- Diverging Points
Track is a Model, Too

MODEL RAILROADER

- Modeling a Switch Heater
- Taking a Journey on the Stone Canyon RR
- Secrets of Staging Yards
- Trains of Thought
Coping with Truncated Structures

PASSENGER TRAIN JOURNAL (2021-2)

- Amtrak's Vision for 2035
- Intercity: Amtrak Before and After its Creation
- A Fan of the Railroads in the Administrative State
- Countdown to Amtrak
- Rail Users' Network
Increased passenger service in Maine

CLASSIC TRAINS (Summer 2021)

- Spirit of '76: Circling America by Rail
- Getting There Was Fun, Indeed!
- Sputnik East, Mixed Train West
On the Gaspè Peninsula
- New England Adventure, 1966
- Photo Special: Passenger Power in the Age of Steam
←—————→

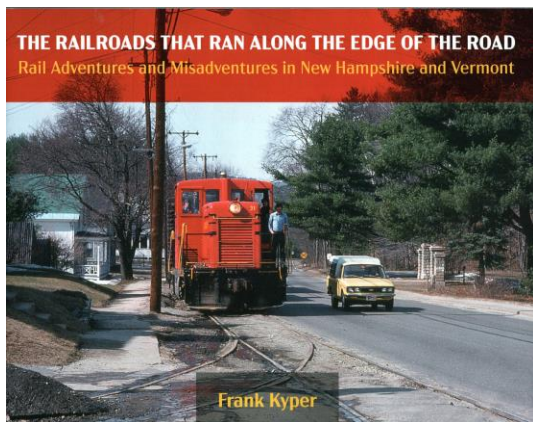
News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Progressive Railroading, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Rail Passenger Assoc.

LIBRARY CORNER

Every month, practically, we get a new book for our library, along with all the various model and RR magazines. I feel that our library is very under-utilized, which may be because it is on the second floor—"out of sight, out of mind". So, I am placing a "Return Book" tray on the counter in the break room, so that you don't have to go upstairs to return borrowed material; you can leave it right in the break room.

Also, new books and unusual magazine will be placed on the table in the break room, for those interested in perusing; they will be there for a month, or so. If you want a longer look, feel free to check them out, using the check-out sheet next to the "Return Book" tray.

New books will be featured here each month, so that your interest may be drawn by a particular subject. This month, we have a new book by Frank Kyper, the author of the famous book of the 1970s, *The Railroad that Came Out at Night*. His new publication is: *The Railroads that Ran Along the Edge of the Road*, by Garbely Publishing.



All about northern New England "shortlines" and B&M branchlines, with special chapters on the Rutland and a nice history of the different locations of Steamtown. Kyper is a great writer and so informative, and there were a few chapters that I couldn't put the book down until I finished them!

I hope that this will spark some interest in exploring the wonderful collection of books we have in our library. Also, don't forget, we have a great collection of DVDs in the mail room. They are filed alpha by title. No "check-out" required...just return to the "Return Books" tray in the break room, when you're done viewing at home.

Happy reading and viewing!

Dave Clinton
Librarian

EDITOR'S NOTES

1. Since this is our "Summer Issue", **the next issue** is scheduled for publishing on August 23rd. Two months to get some pictures of your activities both with and without trains and let's fill the next issue with all the different things you've been doing!
2. We **WILL BE HAVING** our "Summer Open House" on Saturday, August 7th, so hope to see you then!
3. The staff gets a much-needed vacation for two months and we hope everyone has a great summer—has to be better than last. **Safe and happy journeys wherever you go!**

"There is no longer Jew or Greek, there is no longer slave or free, there is no longer male and female; for all of you are one in Christ Jesus." (Galatians 3:28)

MEMBER NEWS

Stan Rydell is recovering from his fall at the "Rose Court" rehab center in Linden Ponds and welcomes visitors! Afternoons are best.

Bill Garvey remains at the South Shore Rehab Center, 115 North Ave. in Rockland. Phone is 781-878-3308; please call ahead if you'd like to visit, as he loves visits from his RR friends!

Congratulations to **Jeremy Cahill** and his wife, Elsa, on the birth of their first grandchild, Madelyn Jade Choy.

Welcome back to **Ed Sisk**! Ed resigned from the Club several years ago, so it's nice that situations have changed that allow his return. Always nice to have old friends "back in the fold"!

"Welcome Aboard!" to our newest member, **Tom Ross** from West Bridgewater. Glad to have you with us, Tom, and hope you keep the

enthusiasm you showed during your applicant period!

(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:

- Bryan MillerJuly 10th
- Fred Lockhart.....July 11th
- Al TaylorJuly 16th
- Roy ColellaJuly 18th



- John Roberts.....August 2nd
- Jim FerrisAugust 14th
- Kurt Kramke (H)August 16th
- Al McCarty.....August 20th
- Bill RoachAugust 26th

Meanwhile, I've heard from these folks on

WHAT ARE YOU DOING?

Mark Hall: "The past year, I painted six cars on my 12n2 (full size narrow gauge) layout in my backyard and built two On2 pulpwood racks for a friend in Canada. Now, I 'm building four more pulpwood rack cars—two for him and two for me!"

Bob Knapp: "This time, finally getting to renovate my daughter's porch to turn into a heated



portion of the house. Old storm window porch now has Harvey's windows and new trim waiting for new vinyl siding."



Peter Palica: "Last week following a medical appointment and visit with friends in Newton, my wife, Jan, and I had lunch in a delightful pub that occupies the main waiting room of the



Newton Center Train Station. We highly-recommend this watering hole to our train buff friends and membership who might find themselves in the vicinity and in need of a libation and delicious offering from their menu. Cheers and bon appetite."



Doug Buchanan's "Tail end Tuesday" shots included this one of a famous rear-ender on the B&A in the early '80s. No one was killed but you can imagine the brakeman and conductor needed a change of underwear!



Or, how about a good way to move that too-tall caboose to your backyard?

Ross Hall: "Have been finishing up an Ambroid B&M Combine that I found on a white elephant table for \$1.00. The major challenge is to carry the side overhang of the clerestory down to the roof ends. This is a devilish job, since the roof is milled



straight out so that when you round it off at the ends, the overhang disappears and you have to fit in a piece on each corner. Usually you glue in a flat piece of stripwood, then carve out the excess from inside — a murderous job, quite frankly. A while back I came upon a set of soft metal castings to trim and fit on the clerestory ends. Problem is, there's so little surface...so what glue will hold the pieces in place? CA glue, not even invented when the kit was produced, turned out to be the answer, but with the usual drawback: you get only one chance to get it right. Once glued and set, you have to file it smooth to blend with the roof — no gaps! And remember that you're dealing with two different materials here: metal and wood. The flat black roof paint helps to hide any flaws. Well, it worked, but it's still tricky."

Roger St. Peter: "I tried my hand at acrylic coating my cellar train room floor...came out great! I'm golfing Thursdays, Saturdays and Sundays; enjoying the summer and my new grandson!"



Ed Carter: "I've been experimenting with weathering. The weathered 2-10-0 decapod receives a single application of Testor's clear coat spray lacquer which dries in about 5 minutes. After that is done, I use weathering powders from Bragdon Enterprises. Typically several colors are used including: 'Soot', 'Weathered Brown', 'Grimy Gray', and 'Ash'.



These are applied with a single artists' brush and are often mixed together to get the effects I am

looking for. That process can take 15-20 minutes, after which time I use a clean brush to remove enough of the excess and what will be the finished look; that's maybe another 5 minutes. Lastly, after the weathering is done, the wheels will normally need to be cleaned of any lacquer and



powder so they are making good electrical contact."

Mike Dolan: "No pictures this month. Next month I'll have some for you. I joined the Trolley committee and laid out the track for the car barn and associated area. Fred loaned me a #4 'Fast tracks' jig and I have built the 4 Turnouts required for the area. Next up layout the tracks so the ties can be laid."

Savery Moore:

"I sprained my foot playing softball, so I'm out 4-6 weeks. In the meantime, I'm hobbling around getting my property ready for the annual week-long invasion of friends and family, beginning July 11th. Not doing much train-wise until they all leave on the 20th."



Gunny: "I've been teaching a lot of 'hunter safety' Classes at the Mass fish & game headquarters in Westboro Mass. Working there as Range Safety Officer with various police departments. I have been fishing as often as I can; fishing payed off last week, as I caught 2 fish: a 1 1/2-lb. land-locked Salmon and a 1-lb. Rainbow Trout. Both fish are good eating and will be cooked on the grill!"



Kurt Kramke: "The club that I visited over a year



ago is back. I joined it--The Danville Model Railroad club and it is sponsored by the city. In my basement, I have finished the trackwork and have

installed six bridges and still have one to build. I am also placing buildings to determine proper position.”

Paul Cutler III: “In the past month, I’ve managed to squeeze out the next issue of the NHRHTA’s *SpeedWitch* modeling and current events magazine. The cover shot was taken about 5 years ago by yours truly at East Middleton. One of the articles is about adding red marker lights to Rapido NH passenger cars written by Dave Clinton. This magazine is in addition to the new *Shoreliner* that is in the same mailing.



“I was part of a 2-hour live-stream on Facebook for Rapido Trains last Thursday with John Sheridan, Craig Walker and Jordan Smith. I could barely get a word in edgewise. ☺ The major announcement was the new HO scale U25b; I had helped John measure the ex-NH U25b down at the Railroad Museum of New England back in January.

“For my own model railroading, I finally have had a few minutes to work on putting brass car sides on a Walthers heavyweight diner to make a NH diner. The only trouble is that with the new sides, the windows are lower, which means 12 tables and 36 chairs all have to be lowered by about 6 scale inches. Otherwise, it looks like the passengers are all from the ‘land of the giants’. I’ve also had to use Emory cloth on the tops and bottoms of the brass sides to narrow it down to fit the Walthers car. The old brass car sides were made to fit a Rivarossi model, which is significantly out of proportion. The Walthers car is accurate, and so adjustments to the brass must be made.

“I’ve managed to pick up some seated passengers made by Preiser and Walthers to add to my fleet of NH passenger cars. I have spent a few hours cutting off legs and filing bottoms so they’ll fit in the HO scale seats. Additionally, I’ve been adding window shades to the few cars here and there, mainly so I don’t have to add so many people (window shades are much cheaper!).

“For news outside of trains, my nephew bought the house across the street from me and I’ve been helping him do some rehab; mostly outside work for me. I fixed up the broken 20-year-old tractor-lawnmower the previous owners left behind by replacing the fuel line, changing out the ignition coil, removing the mouse nest inside the engine shroud, etc. The worst part was getting the old mower blades off; I had to use a torch and a

breaker bar to get them loose. My father and I have also started to repair our 121-year-old shed (a former chicken coop) by replacing some cedar shingles where the old ones have rotted.”

Ye Ed: “I have been busy handling orders from the New Haven Railroad Historical & Technical Assoc.’s on-line store and teaching our new Membership Chairman, Dan Peterson, procedures on the “Dropbox” program used for membership records. I also have installed passengers and lighting in a custom-painted Diner/Lounge car for the Delaware & Hudson Rwy, named “Mt. Timpanogos”. This is an old model from the “Palace Car Company” but is quite unusual, as you can see from the placement of the kitchen stacks.”



RUNNING EXTRA

OPINION

A North Atlantic Rail network would support the economy, climate, and equity Boston Globe 6/14/21

This high-speed line would also serve as the spine of a new regional network of fast, frequent, reliable rail services. By Northeast Region Leaders:



A new high-speed Acela train pulls into Union Station in Washington in June, 2020. Testing for prototypes of the train is underway in the Northeast Corridor and at a federal facility in Pueblo, Colo. KATHERINE FREY/THE WASHINGTON POST

During his campaign, President Biden called for “sparking the second great railroad revolution” and committed to building “the cleanest, safest, and fastest rail system in the world.” We applaud and embrace Biden’s vision. As a coalition of mayors and county executives

from New York and New England, we support a specific and urgent call to action: Now is the time to connect the North Atlantic region with high-speed rail.

Specifically, we support the vision of the North Atlantic Rail initiative, which aims to provide 100-minute high-speed rail service between New York City and Boston, connecting Long Island, New Haven, Hartford, and Providence along the way. It would use a new tunnel under Long Island Sound, follow an existing alignment to Hartford, new right of way to Providence, and then on to Boston. This high-speed line would also serve as the spine of a new regional network of fast, frequent, reliable rail services connecting mid-sized cities throughout all six New England states, including Worcester and Springfield, Mass.; Portland, Maine; Concord, Manchester, and Nashua, N.H.; Brattleboro and Burlington, Vt.; and Waterbury, and Danbury, Conn. Early action projects — like East-West rail in Massachusetts and modernization of the New Haven line and Long Island Rail Road — have been identified in each state that can get underway quickly, providing immediate employment opportunities as we recover from COVID-19.

The economic case is strong. For just over \$100 billion, or roughly 5 percent of the president's proposed \$2 trillion American Jobs Plan for infrastructure investment, we can create an integrated market for ideas, capital, and talent in a region with more than 10 percent of America's population, more innovators than anywhere but Silicon Valley, and a \$3 trillion economy — larger than that of all but five countries.

The equity case is also strong. The region includes the booming (pre-pandemic) economies of metro Boston and New York City. But the region also includes dozens of mid-sized cities, with large Black and brown communities, unnecessarily disconnected from those global centers. Regional rail connectivity expands housing and job opportunity throughout the region. Our cities have a unique set of assets upon which to build a new economy, including proximity to the world's largest concentration of research universities and teaching hospitals, a highly educated and skilled workforce, and cutting-edge manufacturing companies.

The climate case is especially strong. A fast regional rail system powered by renewable energy would address the existential threat of climate

change by cutting congestion on our roads, dramatically reducing air pollution, and accelerating the shift away from fossil fuels.

And it can be done. The proposed North Atlantic Rail network replicates the successful 21st-century high-speed inter-city and regional rail networks already in place in virtually every industrialized country in Europe and Asia. It's time for us to catch up.

Biden has been one of the most prominent supporters of rail investment in America throughout his career and made infrastructure central to his campaign and transition. Secretary of Transportation Pete Buttigieg strongly advocated for regional high-speed rail as mayor of South Bend, Ind. And he knows well the importance of unlocking the economic potential of America's small and mid-size cities. The president's infrastructure plan is ambitious and bold. But the truth is, the proposed American Jobs Plan doesn't go far enough when it comes to rail. We cannot afford to simply repair what's broken or make modest, incremental improvements if we want to usher in the second great rail revolution. For North Atlantic Rail, the tracks in Congress are aligned to make it happen.

Our region has a powerful congressional delegation. Earlier this month, two dozen members of Congress from New York and New England signed onto a letter endorsing the North Atlantic Rail initiative. The letter calls for the authorization of a new multi-state public benefit corporation, North Atlantic Rail Inc., to design and deliver the project, using expedited permitting and innovative procurement, project management, and labor practices to complete this investment on-time and on-budget within a 20-year period.

Reliable, extensive high-speed rail is not a pie-in-the-sky idea. The rest of the world has already done it. For the sake of the economy, equity, and the environment, the time has come for America to step into the 21st century and make regional high-speed rail a reality — especially here in New England and New York as part of the North Atlantic Rail vision.

RRE
"Callboy"

Cog Railway completing 2 major projects

By Edith Tucker

THOMPSON & MESERVE'S PURCHASE — The Mt. Washington Cog Railway has invested about \$5 million over the past five years in capital projects, with the bulk of these dollars paying for re-railing the whole route from the Marshfield Base Station to the Sherman Adams Building on the 6,288-foot summit with stiffer, stronger 100-pound rail and for constructing a brand-new modern fabrication and maintenance facility, explained Cog president Wayne Presby of Littleton during a tour Thursday.

The rerailing project is designed to provide a smoother ride, reduce long-term track and rolling stock maintenance costs and increase customer confidence in the line, he said. The rerailing car that features an internal knuckle-boom crane, lights and hydraulic-powered tools was custom-built for the project by Cog employees and should remain in service for decades to come, allowing track maintenance to be scheduled around the clock, if need be.

"In the 38 years I have been involved with the railway, this project represents the highest cost-to-benefit of any project we have yet to undertake," Presby noted in an application for a special competitive New Hampshire revolving loan fund established in 1994 for railroad capital rehabilitation and equipment for Class III railroads and cog railroads. Two railroads applied for the N.H. Department of Transportation-administered loan, and the Cog was selected.

Gov. Chris Sununu and the Executive Council approved the Cog's loan of \$1,228,160 at its May 5 meeting.

Although the Cog owners had used the special loan fund in the past and repaid the borrowed dollars and interest in their entirety, Presby said he had not anticipated borrowing for this project. But the tourist attraction's 2020 drop in revenues due to COVID-19 made this public-private financial arrangement very appealing.

The new, roughly \$3 million all-metal maintenance building, located slightly down slope from the far smaller wood-beam and clapboard shops built in the 1890s, boasts 34,000 square feet of space: 26,000 square feet on the ground level and 8,000 square feet on the mezzanine.

"It is 250 feet long and 120 feet at its widest," Presby explained. "The insulated double-sided metal wall panels have a 27.5 R factor and the ceiling a 37-plus R factor." The building is well lighted and fully sprinklered, served by large water-storage tanks. Two 10-ton bridge cranes dominate the upper reaches of the enormous open work space. They not only will be used when new passenger cars, locomotives, and Cog racks are built, but also for more routine maintenance projects that require lifting major components out of its fleet of locomotives for either servicing or replacement.

But Presby is particularly pleased with finding a solution that allows the Cog's rolling stock to be moved around the enormous floor space without embedding any tracks into its expansive cement floor. The Cog now uses an air caster system that's virtually friction-free to lift and move all the heavy equipment and materials its workers fabricate and maintain.

"We can easily move the rails, and the casters can move in any direction; our floor space has been left continuous," Presby said. "Unlike in the old shops, we can now use fork lifts."

Presby said his daughter Abigail is now working at the

family-owned Cog, organizing the vast array of tools that have been accumulated over the years. She's listing the exact location of each, thanks to a computer software program. In the past, workers often had to spend nonproductive time locating a needed tool, and sometimes new ones were bought unnecessarily. "We have a surprising amount of duplication," Presby lamented.



Cog Railway President Wayne Presby holds an air caster, underside facing out, that's one of several that allow workers to use compressed air to move a locomotive on easily-moved rails lying atop the cement floor of the Cog's brand-new maintenance building. (Edith Tucker photo)

Increasingly, the Cog is adopting high-tech routines. Cog staffers servicing its rolling stock will use WiFi-embedded safety glasses, allowing them to document the work they are doing. A special zoom camera will be installed on this building's summit-facing peak, allowing the maintenance staff to communicate directly with the on-board Cog team.

The Cog maintains a very complete inventory of all the major components of all its rolling stock. Supply-chain disruptions due to COVID-19 plus its remote location at the end of the Base Road on the edge of the White Mountain National Forest make this an essential, Presby explained.

"We're the kind of heavy industry that has been traditional in much of the North Country, and we're very pleased to be recognized as one of the region's most well-known attractions," Presby noted. Typically, the Cog employs 20 year-round workers who earn competitive salaries plus benefits, including an 80 percent employer-paid family health insurance plan, disability insurance, a bonus program and regular pay increases.

The Cog ran its trains all winter, and Presby said he and his nephew, general manager Ryan Presby, were thrilled at how many took advantage of this adventurous way to get out into the spectacular landscape from November through April, riding in trains that were only at 50 percent capacity to comply with the state's distancing rules. The Cog trains are now running all the way to the summit. They started doing so on the May 1 weekend.

The old maintenance shops will likely be transformed into a specialized Cog museum designed to appeal to its many visitors from around the globe. Built in 1869, the Cog was the first mountain-climbing railroad in the world.

(Contributed by Jan Okolowicz)

Restore weekend commuter rail to S. Shore now

As Duxbury's representative to the MBTA Advisory Board, I am deeply disappointed that the MBTA has chosen to further push back the resumption of weekend commuter rail service to the July 4 weekend. Service was originally scheduled to re-open on May 22, thanks to the hard work of citizens and South Shore legislators who became involved when it became clear that the T was very content to eliminate the service altogether.

I find it hard to believe the T is not prioritizing weekend rail service.

On May 29, Massachusetts will fully reopen with no restrictions, including Fenway Park, TD Garden, the Aquarium, bars, restaurants, you name it. In the meantime, the T seems quite content to leave residents no option but to drive 50 miles round trip just to be stuffed onto the Red Line.

Back in the 1990s, Massachu-

setts taxpayers anteed up over \$1.5 billion to build the Old Colony and Greenbush lines to move passengers to South Station in under an hour. Apparently, the MBTA and Governor Baker have ignored the fact that this is the South Shore's railroad. We paid for it. Now, let's use it for its intended purpose, seven days a week.

RICHARD S. PRONE
Duxbury

Ludger 5-25-21

EARLY 1900's MASSACHUSETTS RAILROADS

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

D P Y Y C R N G J M P Y Z Q L L H F M W C C N T V V
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T K V G Z J E U J L N X A V O B N G L Q C G Z C L R
S R G N R M V P F M B D B R Q E P J N M C K L R Z C
O V M G N X E T L R N P T G C V K N B N L M P A B L
B J X N M B R O M A X H X T T F B Y T X A L Y Z N M
C N N B K K N N N C E T E L L N C M L W H E Z Y L D
W J Z H L L O O T R V K H K N K M H Q D T N P L F W
N L G G Z P T H N W C Z T Y J V D N M H N N M A J B
G P F N R S S Z W U F N F T N L L L M K L L H R C R
V G Q L O B O V T Q Q G H M T Q G B L K N N D Z P D
K D V B N F B N C H E S T E R A N D B E C K E T J V
D R O F T R A H D N A N E V A H W E N K R O Y W E N
L N O T G N I M L I W D N A L E N N U T C A S O O H

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