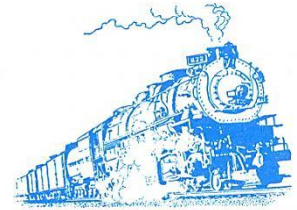


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JANUARY 23, 2023 ■■■■■■■■■■ VOLUME 43 ■■■■■■■■■■ NUMBER 1



The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

- Southeastern Massachusetts..... Paul Cutler, Jr.
- “The Operator”..... Paul Cutler III
- Boston GlobePaul Bonanno
- Western Massachusetts..... Ron Clough
- Rhode Island News..... Tony Donatelli
- “The Chief’s Corner”..... Fred Lockhart
- “Behind the Scenes”..... Savery Moore
- Mid-Atlantic News..... Doug Buchanan

PRODUCTION STAFF

- Publication..... Al Munn
Jim Ferris
Bryan Miller
- Web Page Savery Moore
- Club Photographer..... Joe Dumas
- Guest Contributor..... Jack Foley

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. ©2023
E-mail: daveclinton@verizon.net Web page: www.ssmrc.org

VOLUME 43 ■■■■■ NUMBER 1 ■■■■■ JANUARY 2023

CLUB OFFICERS

- President.....Jack Foley
- Vice President.....Rich Herlihy
- Treasurer.....Will Baker
- Secretary.....Eric Mercer
- Chief Engineer..... Fred Lockhart
- Directors..... David Galbraith (*24)
.....Bob England (*24)
.....Roger St. Peter (*23)
.....Gary Mangalinkx (*23)

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ON THE COVER: Amtrak’s Montreal-bound *Adirondack*, pulled by two of the famous ex-ATSF PA-1s at Whitehall, NY on a (brrrr) cold day in January 1975. Both NB and SB trains met at this station. I was headed south, my train pulled by ex-B&M RS-3s, traded to the D&H because they still had working steam gens. My train is at Montreal West station, last stop in Canada, before crossing the border at Rouses Point, NY. End of accelerating northbound train, complete with “Tail Sign” is shown in bottom right picture. (Dave Clinton)

FORM 19 ORDERS

JANUARY B.O.D. MEETING

Monday, January 30th 8 p.m.

FEBRUARY BUSINESS MEETING

Monday, February 6th 8 p.m.

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, February 9th 8 p.m.

TRAINS 'N TOUCHDOWNS

Saturday, February 11th 11 a.m.- 4 p.m. Free-running

TROLLEY COMMITTEE MEETING

Monday, February 13th 8 p.m.

OFFICIAL OPERATIONS

Monday & Thursday, February 20th & 23rd 7:30 p.m.

NEWSLETTER DEADLINE

Sunday, February 26th

FEBRUARY B.O.D. MEETING

Monday, February 27th 8 p.m.

CONTESTS

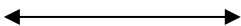
Congratulations to **Roger St. Peter** on winning this month's "50/50" drawing!



12 members correctly completed the "More New Haven Parlor Cars" word-find puzzle and supplied 2023 train calendars for the contest. Good-going and thanks to these folks for donating calendars and entering the contest; a fun "tradition":

Savery Moore
Bryan Miller
Paul Cutler, Jr.
Doug Buchanan
Dan Peterson
Al Munn

Roger St. Peter
Ron Clough
Fred Lockhart
Paul Cutler III
Don Pierce
Bob Farrenkropf



A new Al Taylor "word-find" puzzle included: draw: **March Business Meeting**. Extra copies in Train Room.

CHIEF'S CORNER

Fred Lockhart

The holidays are over and at the club we are looking forward to a productive year on the railroad and having fun with it, too! No major projects right now, so the Benchwork Committee is working on some housekeeping items; they are looking over their wood cart to see how it can be thinned out, as it is very heavy and difficult to move except in a straight line.



We had to leave it in the aisle during our Scout and Family night open house; fortunately there were no accidents. They are also looking at the "stuff" in the middle of the floor that sits there between shows, as the railroad gets expanded. We won't need all those tables or the old brown chairs. There are some other smaller items, also in the pile, that need to be looked at--members will have a say in what goes. On the railroad, the Electrical Committee is continuing working on the signal system demonstration. A lot of effort is going into the project. I hope they can get it to a point shortly to demonstrate it to the club. In the trackwork area, I opened the new yard lead to the Great Lakes yard that makes it double-ended. However, I'm not completely happy with one of the turnouts; I tested the lead with a train with several locomotives and about twenty cars and did not have any derailments. Further testing with larger diesels and steam locos will tell me if I re-build it.

That's it for this month, always glad to hear your question or concerns. Until next month have fun and stay healthy.

Fred Lockhart
Chief Engineer

Semaphore Memories

JANUARY 2017 (5 years ago)

- Benchwork begins on Chicago staging yard in the "happy room".
 - Larson Branch re-located.
 - Model Boards being installed in Middleton pit.
 - MBTA given first grant to start Green Line extension.
 - MBTA takes first place in number of breakdowns than any other transit system in the country.
 - The three railroaders at the center of 2013's deadly Lac-Mégantic oil train wreck were found not guilty on all charges, after a months-long criminal trial in Quebec.
 - Amtrak to retire "Pacific Parlour Cars"—unique to the *Coast Starlight* train; built for the Santa Fe as hi-level lounge cars.
 - Jim Foote takes over CSX presidency, after E. Hunter Harrison dies, and proceeds to convert eight hump yards to "flat-switching", following "Precision Schedule Railroading" theories.
 - Ed Bulman joins the SSMRC.
- ### JANUARY 2013 (10 years ago)
- Trackwork completed from junction of Larson Branch and extending to Mountain Division, enabling continuous operation, while Cedar Hill Yard trackwork installed.
 - Cedar Hill arrival/departure yard wiring in process.
 - FEC announced plans to reintroduce privately-operated rail passenger service to south Florida.

- EMD closes London, Ontario plant, in favor of new facility in Muncie, Indiana.
- London, England underground, called "The Tube" celebrates 150th anniversary.
- STB approves Genesee & Wyoming's acquisition of RailAmerica.
- China opens world's longest high-speed rail line, running 1,428 miles from the capital to Guangzhou.
- Lewiston, Maine's historic Grand Trunk Station to be turned into restaurant, after years of neglect.
- CNR completes merger of EJ&E into its WC subsidiary
- SSMRC begins 75th Anniversary Year.
- Grand Central Terminal to celebrate 100th in February.
- 1st new locomotive comes off assembly line at new GE plant in Fort Worth, TX.
- Boston *Globe* article features member Jack Bryant (D) as part of "Tuskegee Airmen". Jack shows movie "Red Tails" at the Club to audience of 26.
- Four new Club Cars introduced at "Big E", including two 75th Anniversary cars by Accurail.

JANUARY 2008 (15 years ago)

- MBTA Board votes unanimously to extend Commuter Rail contract with MBCR.
- AMT, Montreal's commuter rail, orders first bi-level cars; to be built by Bombardier.
- State of NY grants \$500,000 to "Walkway Over the Hudson" to begin work transforming the ex-New Haven Poughkeepsie Bridge into pedestrian walk.
- Ashmont-Mattapan "High-Speed Trolley Line" reopens after 18 months due to work to Ashmont and Mattapan stations.
- George Warrington, Amtrak's sixth president, dies.
- Wireless communications comes to the first four MBTA subway stations.
- 2-10-2 steamer, purchased by R.J. Corman RR from China, arrives in the U.S.
- 500-car parking garage planned at Worcester Union Station.
- Report titled "Transportation for Tomorrow" concludes that transportation in this country is in a "death spiral", with spending at 40% of what it should be.
- MBTA Blue Line cars from Siemens Transportation finally begin arriving, after three-year production snags.
- First "rumblings" of Maine Narrow Gauge RR Museum having to leave its waterfront location.

JANUARY 2003 (20 years ago)

- MBTA Board approves 5-year contract for Commuter Rail with MBCR.
- GE unveils "Evolution Series" 12-cylinder, environment-friendly locomotives.
- Connecticut Railroad Historical Assoc. buys Canaan Station and begins fund-raising for restoration from devastating fire.
- Russia celebrates completion of electrification of 5,758-mile Trans-Siberian Railway. Railway also celebrating 100th anniversary.
- Amtrak begins 5-year upgrade of 104-mile "Keystone Corridor" from Philadelphia to Harrisburg, PA.
- Great Northern Paper closes plants in Maine, threatening brand-new Montreal, Maine & Atlantic Railroad's existence.

- Amtrak *Downeaster* begins daily stop at Durham, NH.
- Addition of three new stations on Worcester Commuter Rail line brings 80% increase in riders.
- Vermont selects Vermont Rail System to operate former CPR line between White River Jct. and Newport.

JANUARY 1998 (25 Years Ago)

- Gridlock on the UP, since absorbing the SP; leases 60 stored Amtrak F40PHs.
- New MBTA Operations Center opens at 45 High St.
- CPR places order for 261 GE locomotives; largest ever for a Canadian RR.
- Custom-made, amusement-type train returns home to Gillette Castle in E. Haddam, CT.
- Gov. Celucci orders suspension of Cape Cod RR's license, due to dumping of raw sewerage along the track
- Worst ice storm in history of eastern Canada and northern New England causes havoc with all transportation and life.
- MBTA announces that Greenbush rail service to begin in the summer of 2001. (actual: October 2007)

JANUARY 1993 (30 Years Ago)

- Phineas Sprague, owner of The Portland Company, signs purchase/sales agreement for Edaville equipment to go to Portland, ME.
- Swedish "X-2000" train tests on Northeast Corridor.
- Amtrak chooses Morrison-Knudsen to build their 50 "Viewliner" sleepers.
- VIA Rail Canada equips two Montreal-Halifax trains, the *Atlantic* and the *Ocean*, with all restored, stainless-steel fleet, including HEP and shower in each sleeper.
- "Five College Bikeway" completed, using ex-B&M Wheelright Branch between Amherst and Northampton, MA, and 10-span through truss railroad bridge over the Connecticut River.
- Steamtown announces it will restore B&M Pacific #3713 to operation over the winter.
- Pennsy GG1 #4876, famous for "taking a dive" through the floor at Washington Union Station in 1953, donated to B&O RR Museum in Baltimore.

JANUARY 1988 (35 Years Ago)

- North Abington RR station reopened as restaurant, after almost being destroyed by a fire.
- Santa Fe Southern Pacific Corp. agrees to sell Southern Pacific Transportation Co. to Rio Grande Industries.
- VIA Rail Canada sells its last FP4-A locomotives.
- Amtrak sells 38-acre Readville Yard to MBTA.
- Canadian Pacific loses much of east-west container traffic to CNR, when most shipping lines opt for Halifax as port of preference over Saint John, New Brunswick.

JANUARY 1983 (40 Years Ago)

- SSMRC celebrates "30 years in Weymouth", with invitations to other local model RR clubs and friends/family with movies/slides, old Club memorabilia and refreshments.
- "Official Club Colors" voted: "Depot Buff", "Roof Brown" and "Reefer Orange" by Floquil.
- UTU agrees cabooses can be eliminated on most trains.

• Supreme Court denies request to halt merger of UP, WP and MoPac. 22,000-mile system will serve 21 states under UP shield.

• MBTA and Montachusett Regional Transit Authority team up to offer a “Ski Train” from North Station to Fitchburg, with connecting buses to/from the ski slopes.

• 113-year-old Cog Railway sold for \$600,000 to 4 businessmen from Littleton, NH area, ending the Teague family ownership since inception.

• Judge approves B&M bankruptcy reorganization plan, moving it a step closer to being acquired by Timothy Mellon, already owner of Maine Central.

• State completes \$2 million rehabilitation projects on Plymouth and West Hanover freight lines.

• P&W purchases six coaches from Amtrak for future excursion service.

• Scranton, PA, begins \$2 million fund drive to move Steamtown USA to the city from Riverside, VT.

• Scranton’s ex-DL&W station being converted to hotel at a cost of \$13 million.

• New England Southern begins service on former B&M line between Lincoln and Concord, NH, using ex-Portland Terminal Alco S1 #1008.

• *The Semaphore* begins publishing using old “stencil scanner”, purchased from a church.

POTPOURRI

CSX WILL IMPLEMENT a revised Attendance Policy, effective January 1, 2023, to “provide CSX employees a more flexible policy and respond to concerns expressed by craft employees and labor organizations,” the Class I recently announced. According to CSX, the new company-wide Attendance Policy, which was developed in large part through discussion with labor representatives, replaces all prior craft-specific attendance policies and provides improvements favorable to employees in several key areas. Most notably, in contrast to prior policies, points that accrue for accountable absences will expire on a rolling 12-month cycle rather than continue to accumulate indefinitely. All craft employees will now earn five points of good attendance credits for each calendar year quarter worked without an absence. Points will not be assessed for documented hospitalizations, emergency treatment or scheduled medical appointments. The new policy, CSX says, will also be non-disciplinary and non-punitive, and the railroad will “no longer subject employees to formal investigations, hearings or disciplinary suspensions.” Instead, the Class I adds, employees who exceed certain point thresholds will receive timely notifications and encouragement to correct

their attendance records. Leadership will also be empowered to exercise discretion in the handling of those with special needs and consider alternative approaches in appropriate circumstances. (TN) Well, it’s about time that this huge, money-making industry thought a little about their employees instead of satisfying their greedy stockholders!-Ed.

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THE U.S. DEPARTMENT of Transportation (USDOT) has issued a Notice of Funding Opportunity (NOFO) making available nearly \$9 billion to upgrade and expand passenger rail service along the Northeast Corridor (NEC), the Federal Railroad Administration (FRA) announced Dec. 22. The funds will be issued through the FRA administered Federal-State Partnership for Intercity Passenger Rail Grant Program (Partnership Program), which will grow to \$36 billion over the next five years as a result of President Biden’s Infrastructure Law. According to the FRA, the investment in the NEC, which stretches from Washington, D.C. to Boston, “will fund projects of national and regional significance; improving infrastructure; equipment; and facilities, including bridges and tunnels, rail stations and track,” and will help “improve reliability and result in fewer delays for the more than 200 million annual trips taken by commuters and intercity passenger riders on the NEC.” The NEC is one of the highest-volume rail lines in the world, accounting for 20% of the nation’s GDP. According to the FRA, the number of Americans utilizing the corridor continues to grow, approaching pre-pandemic levels, with Amtrak ridership alone more than doubling in the last 12 months to 9.2 million passengers annually. “Every day, hundreds of thousands of Americans rely on the NEC, our country’s busiest rail route,” said U.S. Transportation Secretary Pete Buttigieg. “Americans deserve to have the best rail system in the world, and the investments we are announcing today will serve to modernize the NEC for generations of passengers.” (RA)

•••••

THE METROPOLITAN TRANSPORTATION Authority in NYC has announced plans to award a \$382 million design-build contract to begin reconstruction of the Park Avenue Viaduct in East Harlem, a project with huge implications for Metro-North commuter train operations. All Metro-North trains to Grand Central Terminal — which represent 98% of all the commuter railroad’s trains — must use the 1¼-mile, four-track viaduct between 110th Street and the Harlem River Lift Bridge. The project will require replacement of segments of an elevated steel structure, nearly half of which was built in 1893.

It will also include replacing tracks, as well as power, communication, and signal systems from the north side of East 115th Street to the south side of East 123rd Street. (TN)

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THE CANADIAN PACIFIC HOLIDAY train raised more than C\$1.3 million and collected at least 121,000 pounds of food for local food banks during its 2022 season, the railroad said Thursday. Final numbers are still being calculated from the trips by



the two trains that operated across the U.S. and Canada between Nov. 23 and Dec. 19. “We are overjoyed with the support we received from people across the CP network who came together to celebrate the season while braving the elements in support of their community and those in need,” CP CEO Keith Creel said. “We are reminded how important the CP Holiday Train program is for communities and we were thrilled to be back in support of the critical work that local food banks do across Canada and the United States.” The Holiday Train resumed its cross-continent tour this year after two years of virtual concerts during the COVID-19 pandemic, making stops in 168 communities. It has now raised more than \$22.4 million and collected 5.15 million pounds of food since the program began in 1999. (TN)

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THE RHODE ISLAND Department of Transportation (RIDOT) recently announced that the Pawtucket-Central Falls train station, which will connect the MBTA Commuter Rail service with the R.I. Public Transit Authority’s bus service at Pine Street in Pawtucket, could open on Jan. 23. The station, which will offer service between Boston and Wickford Jct., Rhode Island, will be part of the Providence/Stoughton Line and was originally slated to open in summer 2022. The station will also feature a surface parking lot for commuters. According to [RIDOT](#), state officials estimate the station, which is estimated to cost \$63 million, including both state

and local funds, will attract 520 daily boardings and generate economic development in the area. (RA)

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SEN. CHUCK SCHUMER said Dec. 29 that a \$292 million federal grant will enable construction to start in the upcoming months on the Manhattan side of the new Hudson River rail tunnels connecting Penn Station to New Jersey. The funding will pay for about half of the \$600 million cost of building the concrete casing of a box tunnel that will carry trains in and out of Penn Station beneath Hudson Yards as part of the Gateway Program. The funds, according to Schumer, “will energize the vital Gateway Tunnel project. This massive amount of funds will mean construction on a critical element of the project can begin in 2023.” The box tunnel will be the first major construction step completed on the Hudson River tunnel component of the Gateway project, according to the report, which also involves the renovation of two older rail tunnels that were first built in 1910. The \$292 million grant for the box tunnel work is the most significant award granted so far from a federal Department of Transportation grant program included in the federal Infrastructure Investment and Jobs Act, the report said. The Gateway Program aims to improve reliability and capacity for a critical section of the Northeast Corridor, which officials note is the most heavily used passenger line in the U.S. The corridor currently moves more than 2,000 intercity and commuter trains transporting roughly 800,000 daily passenger trips across eight states and Washington D.C. (RA)

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ALASKA RAILROAD IS PREPARING to mark 100 years since the completion of its 470-mile main line. It was July 15, 1923, when President Warren G. Harding drove a golden spike signaling the completion of the railroad in Nenana, Alaska (Harding would die in San Francisco while returning from the trip). To kick off its centennial, Alaska Railroad is launching a 12-day centennial-themed

package that will take passengers along the entirety of the 470-mile railroad. The new limited edition Centennial Special travel package includes destinations all along the main line, including time in Seward, Anchorage, the remote Spencer Glacier whistle stop, Denali National Park and Preserve, and Fairbanks. (TN)

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PRESIDENT JOE BIDEN has signed legislation that changes the Pullman National Monument to a National Historical Park, making it the first National Park Service unit in Chicago. Pullman National Monument was designated by President Barack Obama on Feb. 19, 2015. The park tells the story of one of the first planned industrial communities in the United States, sleeping car magnate George M. Pullman who helped create it, and the workers who



lived there. The district is significant for its influence on urban planning and design, as well as its role in American labor history, including the 1894 Pullman Strike and Boycott. Located in what is now the Pullman neighborhood of Chicago, the historic district includes the site of the former Pullman Palace Car Works shops and administration building, the Hotel Florence (named after George Pullman's eldest child), Arcade Park, and the Greenstone Church (currently the Greenstone United Methodist Church). Also within the district is the A. Philip Randolph Pullman Porter Museum, named for the prominent leader A. Philip Randolph, which recognizes and explores African American labor history. (TN)

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TWO HISTORIC NEW YORK CENTRAL electric locomotives are finally safe after a 4½-hour ballet to lift and shift them 200 feet on a Hudson River island on which they were stranded, dodging a torrent of heavy truck traffic. The Danbury (Conn.) Railway Museum announced that Phase 1 of the rescue plan is complete. The units are now staged for disassembly and trucking 120 miles to the museum site. Completion of a suitable permanent exit road

from Beacon Island near Albany is expected to delay that move — Phase 2 of the project, estimated to cost \$125,000 — for at least three months. The operation, carried out by veteran railroad contractor Hulcher Services Inc. of New Oxford, Pa., took place the evening of Dec. 19, according to Stan Madyda, museum project manager. “It’s been a long road this past two years in what we’ve been doing, trying to get these out, the obstacles that kept popping up,” he said. Added museum President Jose Alves: “This is really a pivotal moment, and the point of no return.” The electrics, plus two diesel units and four passenger cars, stood in the way of plans to build a \$350 million plant to manufacture offshore wind-turbine towers. All were stranded on a land mass, no longer a separate island, because rail access had been cut by a bridge washout, and ground conditions were too swampy to permit trucking. The diesels — an NYC Alco RS-3 and an NYC General Electric U25B — and passenger cars could not be economically saved, and were scrapped in late November and early December. Without a rescue plan, the electrics would have been scrapped, too. The units are NYC Class S-1 (2-D-2 configuration) No. 100, built in 1904, and Class T-3a (B-B+B-B configuration) No. 278, built in 1926. Built by a consortium of American Locomotive Co. of Schenectady, N.Y., and General Electric Co., they are among the last of their kind. No. 100, built as No. 6000, is especially historic, with the museum calling



it “the world’s first mainline electric locomotive.” It was the prototype of a 47-unit fleet that made possible NYC’s 600-volt DC third-rail electrification, including the opening of the 1913 Grand Central Terminal complex. That project was prompted by passage of laws that mandated electrification after smoky conditions from steam locomotives caused a Jan. 8, 1902, collision in NYC’s Park Avenue Tunnel. Fifteen people died and many were injured in what became New York City’s worst train accident. The other electric, No. 278, is the sole survivor of a 36-unit fleet in a second generation of locomotives used on NYC commuter and freight lines around New York City. (TN)

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CALTRAIN (San Francisco) will receive \$43 million for its electrification project from the omnibus

spending bill passed by Congress and awaiting the signature of President Joe Biden, the commuter rail agency said. The federal money will help fill a funding gap in the project expected to be completed in 2024. "The electrification of Caltrain is one of the most important milestones in Caltrain's nearly 160 year history," Caltrain Executive Director Michelle Bouchard said in a statement thanking members of the California congressional delegation for securing the funds. "We are one step closer thanks to our supporters who truly know what this means in terms of addressing climate change and providing the modernized transportation service that our communities deserve." (TN)

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COMMUNICATIONS ISSUES within Amtrak have contributed to changes in equipment orders, costs increases, and schedule delays for Amtrak's forthcoming *Airo* corridor equipment and the maintenance-facility changes planned to accommodate that equipment, the Amtrak Office of Inspector General in a report issued December 27th. As an example of what it calls "early challenges in stakeholder engagement," the report notes that the company did not consult with personnel in its food and beverage personnel, or with product development officials, on the design of food-service cars before signing the contract with Siemens for what is now known as the *Airo* equipment. When food and beverage personnel reviewed the design, three months after the contract was signed, they determined the galley layout was inadequate and would have to be fully redesigned. Among the problems were insufficient food-storage space for longer trips and a need for more space for customers to stand and move through the car. Because the contract had already been signed, the redesign required a \$42.5 million change order, which will delay the delivery of the first trainsets by as many as 5½ months. (TN) Wow...someone ought to be fired for this very costly error! Is "common sense" a thing of the past?-Ed

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THE MBTA MAY RETURN some of its older Orange Line trainsets to operation to address an equipment shortage as it continues to inspect and repair new equipment for the latest in a series of defects. At least nine of the new Orange Line cars built in Massachusetts by an affiliate of China's CRRC were removed from service in late December because of a power-cable problem that could lead to electrical arcing. While cars have been repaired, workers continue to perform weekly inspections to find the source of the electrical problem and may return the old equipment to service as a backup plan. (TN)

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CSX TRANSPORTATION put a lot of effort into upgrading newly acquired property of Pan Am Railways in 2022. That effort will continue this year, Ed Sparks, the railroad's chief engineer, bridges, design, and construction, said recently. The plans for the former Pan Am trackage in New England was just one part of a wide-ranging review of projects Sparks outlined during the final day of the 44th National Railroad Construction and Maintenance Association Conference at The Boca Raton resort. Prior to its acquisition by CSX, Pan Am Railways had been "very good" at acquiring grants for infrastructure work, Sparks said, and CSX will be performing the work this year funded by one of those grants — a \$17.5 million CRISI (Consolidated Rail Infrastructure and Safety Improvements) grant to upgrade 75 mainline miles between Yarmouth and Waterville, Maine. This is far from the only work on the agenda for the former Pan Am. CSX is investing more than \$100 million in improvements to address track speed, track clearances, and yard conditions. And two other CRISI grants address 800,000 feet of new rail, 55,000 crossties, 65 switch upgrades, and more than 110 crossing upgrades. "It's a target-rich environment for improvement," Sparks said, showing a photo of Pan Am's heavily overgrown Worcester main line prior to acquisition by CSX, followed by several photos of a more manicured right of way: "That's now the Worcester main line after six months of work. What a difference a little bit of funding and some of your [contractors'] horsepower make. In this area, around the Wachusett Reservoir, we've increased speed to 25 mph. But elsewhere, that's just the beginning. The intent is to go 40, then 49. We'll see where we end up." (TN)

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RAILROADING HERITAGE of Midwest America (Silvis, Illinois) crews have taken the first steps toward returning Union Pacific Challenger No. 3985 to operation this week by stripping parts off the 4-6-6-4. Today crews lifted the cab off the locomotive. "RRHMA crews have been making good progress all week stripping down 3985," says Steve Sandberg, president and COO of RRHMA. It's the first step in the process that will eventually result in No. 3985 returning to operation. The locomotive last operated for UP in 2010 and was stored at Cheyenne, Wyo., until last year as UP shifted its steam program's focus to the restoration and operation of Big Boy No. 4014. In addition to No. 3985, the Milwaukee Road turntable from Bensenville, Ill., donated by Canadian Pacific is being moved to the Silvis sandblasting booth where it will be cleaned and painted, Sandberg says. A local steelworkers union has

offered to repair steel on the turntable as part of a training program for new steelworkers, Sandberg added. When the turntable is finished a pit will have to be dug out on the footprint of the original Rock Island turntable, which was removed decades ago. (TN)

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IF YOU HAVE AN EXTRA \$300,000 to \$500,000 burning a hole in your pocket, you can own a piece of transcontinental railroad history. Upon completion the first transcontinental railroad in May 1869 at Promontory Summit, Utah, four ceremonial spikes were created: two golden spikes, a silver spike, and a gold, silver, and iron spike supplied by the Arizona



Territory and given to Union Pacific President Oliver Ames. Now Christie's of New York is going to put the "Arizona Spike" up for auction Jan. 27. It's believed that the spike was made by G.W. Laird in San Francisco in 1869, but this hasn't been confirmed. It has a gold head, a silver shaft, and an iron spike at the base. Each of the four sides of the spike are engraved, and a message reads *"Ribbed with iron, clad in silver and crowned with gold Arizona presents her offering to the enterprise that has banded a continent, dictated a pathway to commerce. Presented by Governor Safford."* According to Christie's, "As a significant piece of American history its value is understandably priced accordingly, with the current estimate sitting at between \$300,000 – \$500,000." (TN)

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A STATE LEGISLATIVE COMMITTEE has proposed shrinking the MBTA as one way to address the agency's widespread safety issues. The Massachusetts legislature's Joint Committee on Transportation has suggested in a report issued earlier this week that the MBTA be relieved of its commuter rail and ferry operations, as well as its responsibility for major capital projects, allowing it to focus on subways and buses. The report is the result of three hearings on the MBTA held between July and October of last year and is intended to provide information for state lawmakers as they consider

possible action to address the MBTA's safety issues. The suggestion that the commuter rail and ferry responsibilities be shifted elsewhere — to the state Department of Transportation, in the case of commuter rail — would allow the MBTA to focus on its "core mission" of Boston area bus and transit service, writes state Rep. William Straus, a committee co-chairman. He adds "the notion that the MBTA is truly in charge of the selection and supervision of the commuter rail system is something of a fiction," given past involvement of the governor and state secretary of transportation. He also notes that neither the commuter rail nor ferry operation are under the safety jurisdiction of the Federal Transit Administration, which issued two sets of directives last year to address MBTA safety issues. The report noted that the MBTA continues to face a maintenance backlog that was "decades in the making." (TN)

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THE MASSACHUSETTS FACTORY where China's CRRC is building rapid-transit cars for the MBTA is considered by some as a "toxic environment" where equipment is advanced on the assembly line despite missing parts and workers often wait months for parts to arrive because suppliers have not been paid, according to a Boston Globe report. The CRRC MA factory in Springfield, Mass., is producing 404 cars for the MBTA's Red and Orange lines. So far, only about 90 cars have been delivered of the roughly 340 that should have been on hand by now; four cars are supposed to be delivered monthly but none have delivered since at least September. (TN)

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THE WHITE PASS & YUKON RAILWAY will resume trips into Canada this summer, the first such operations since before the COVID-19 pandemic. One-way passenger service to Fraser, British Columbia, will run daily from early May to early October, with return or continuing service by bus. Service to Carcross and Bennet, Yukon Territory, will begin in late May and continue through mid-September. (TN)

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THE AMTRAK CASCADES SERVICE will add a round trip to Vancouver, British Columbia, from Portland, Ore., on March 7, restoring operations to Vancouver to their pre-pandemic levels. Also, the Cascades service recently provided an advance look at how its equipment will look, inside and out, when it takes delivery of the Siemens equipment that will be branded as "Airo" trainsets elsewhere in the Amtrak system. (TN)

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LAST YEAR, CALIFORNIA'S CALTRAIN achieved a number of milestones for its \$2.44 billion electrification project from San Francisco to its Tamien Station in San Jose, Calif. It's the largest electrification project in the U.S. since Amtrak completed electrification of its Northeast Corridor from New Haven to Boston in 2000. (TN)

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IDEAS ABOUND for development over the Wellington MBTA station. Eight development firms have submitted proposals that adhere to Medford's vision for a transit-oriented, mixed-use district above the MBTA's Wellington station. The proposals include multi-family housing, hotels, commercial offices, entertainment, ground-floor retail, public parking, and open-space amenities, such as bike and pedestrian connections. (BH)

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CSX HAS DONE much work at the ex-MEC, ex-PanAm Rigby Yard in South Portland. Former Tower #1, at the north end of the yard, has been rebuilt and will be used by the signal department. A new two-stall enginehouse will be constructed in the yard, also. (RP)

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THE SURFACE TRANSPORTATION BOARD'S final decision on the proposed Canadian Pacific-Kansas City Southern merger has been delayed and likely won't come until late February at the earliest. Earlier this month, was the statutory deadline for the Board to issue its decision on the first merger of Class I railroads in more than two decades. But the Board's final environmental impact statement has not yet been completed. And under federal law, the Board can't issue a final decision on the merger until 30 days after the environmental impact statement has been published in the Federal Register.

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

TRAINS

- Remembering the 1960s
- The Cars That Saved Amtrak
- Anything for the Shot
- Trouble on the Transcon
- Bill Stephens

When Once-Daily Train Service is Not Enough

Ask *Trains*

What is a Transfer Caboose and How is it Used?

MODEL RAILROADER

- Model Lightning
- Creating a Work of Art
- A Fresh Approach to Lift-up Sections
- DCC Currents

Shining Light on Light-Emitting Diodes

RAILROAD MODEL CRAFTSMAN

Remembering W. Allen McClelland
Diverging Points

Clear Signals

CLASSIC TRAINS (Winter 2022)

GM&O Memories

NYC 5344 in Four Photos

Archive Treasures: Alpine Tracks

CP in the Rockies

Three Decades of RDCs

Train Time at Corydon, 1950

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

TROLLEY COMMITTEE MEETING SCHEDULED

Ron Clough

There are a number of items to be discussed. Some items to think about for now are officially naming the trolley line, planning for the waterfront loop, and method of operation (DC vs. DCC) will be discussed. A complete agenda will be available at the meeting. Last time I looked, there were only two members signed up for the committee and one has recently resigned from the club. If you want to take part in votes, you must be signed up as a committee member. I will recognize other committee chairman i.e.: Scenery, Trackwork, Operations, Electrical, etc., as their input is needed, plus the Chief Engineer's input is also vital. Thanks.

Ron Clough, Chairman

DCC & EQUIPMENT TUNE-UP CLINIC

Dave Clinton

Chris Barlow brought three locos to work on. The first was an Athearn Genesis GP7 dressed in BAR colors and it did not run. No matter what he tried, he was unsuccessful in getting this loco to operate, so he decided to send in to Athearn for repair or replacement. His second loco was a N&W Trainmaster by Atlas.



Installing the DZ126 into the 8-pin socket was an easy installation. The third was an older Atlas RS-1 in NYC “lightning stripes”. This took the specific-Atlas DH165AO decoder, which completely replaces the factory board. The important thing to remember is that the lights work in the direction of the locomotive. If not, then switch the red and black leads on the side of the decoder board. At the next session, he will install 3mm LEDs, by heat-shrinking them on the end of cut-back light tubes. A 470 resistor is necessary for each LED.

Marlowe Fairhurst brought a new Genesis UP SD90MAC, where he wanted to install a sound decoder. We both learned how the shell comes off on this model—with two hidden screws near the trucks needed to be removed, along with the couplers. The dealer sold him the wrong sound decoder, as this loco comes with a 21-pin socket and it’s not necessary to replace the factory board and “hard-wire” the whole thing. He was going to get a replacement for the next session.



Dan Peterson brought one of his modern 60’ tank cars, onto which he had installed a working “FRED”. It had worked two times around the layout, during the October show, then “given up”. He found that one of the wires had broken off from the delicate circuit board, that fits between the wheelsets of one of the trucks. Trick is to not use too much heat, when there are so many delicate components together on these small boards. Using one of the model shop’s large-tipped iron managed to “fry” the board, so he will have to replace with an extra one he had purchased, before the company went out a few years ago.



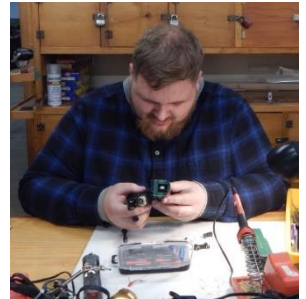
Jeff Griesemer brought his Bowser trolley and programmed an address, after he installed the DH123 decoder, which he had hard-wired at the last session. He was thinking of working lights at each end but decided against that, considering the space allowed. The model does have an interior light, though. He decided that extra weight would

increase pick-up of the power, so “sticky” weights will be added next time.

Will Baker brought his AHM F7, decorated in CB&Q silver. The model was running very rough at slow speeds, so with **Al Munn’s** assistance, he got the gears out and lubricated them all, included those in the trucks. It still wasn’t good, after reassembling, so he hoped that a “break-in” on the club layout would help. “Time will develop matters!”



Tom Ross brought a Bochmann 4-6-4 “Hudson” decorated as a Southern steamer. The DZ125 decoder fit but getting it back inside the boiler took a couple of tries. The huge lead weight inside the boiler left very little room. He was able to tape the decoder to the top of the motor—and there was just enough space. A particularly nice thing about this loco was that all wheels on the tender and all drivers on the loco picked up power, so never a need for a “power extender”.



Al Munn brought his LMX “leased” U18b unit, by Intermountain. He wanted to tune it up with repair of some broken detail parts. These interesting units were originally only built for the MEC and Seaboard Coast Line and was the only North American locomotive powered by the 8-cylinder 7FDL engine.



Several still exist on shortlines and some even made it to CSX.

Paul Cutler III brought his brand-new “State of Maine” boxcars in to make sure the couplers were proper, as well as a couple of 2nd-hand Rapido “Smoker” coaches built by Pullman-Standard for the New Haven. These older cars had battery-operated lighting and still had the old “hearing-aid” button batteries leaking inside! He also replaced the “crap-u-make” couplers with Kadee “whiskers”.



Thanks to **Paul Cutler III** for his assistance this session and to **Joe Dumas** for the photos. The next clinic will be Thursday, February 9th.



Please contact me with any questions about the clinic.

EDITOR'S NOTES

1. Included with this issue is a **Survey for Locker needs**. We are in the process of planning and future building of new lockers, so we need to know what members and future members (applicants) will want for lockers. If you haven't already, please complete the Survey attached and put your name on it and place in Jack Foley's mailbox. (Note: If you do not offer your desire for a locker in the future, there may not be any available for when you do decide you want one!)
2. Brrrr...**that was a cold day** that I returned from a trip to Montreal in January 1975 (see cover). Pictures at Whitehall were taken from an open vestibule "Dutch" door. It was nice getting back inside and enjoying lunch in the leased CP "Skyline" dome car. The *Adirondack* was the only Amtrak train operated with equipment painted and owned by the host RR. This was due to Amtrak's shortage of equipment and not being able to supply cars and locos for this state-sponsored (NY) train, which had started in the summer of 1974. This lasted until replaced by Turboliners in 1977—and the beautiful Alco PAs ended up in Mexico, after a 1-year stint hauling MBTA Commuter trains between Boston and Framingham.

.....*David N. Clinton*

"They shall beat their swords into plowshares, and their spears into pruning hooks; nation shall not lift up sword against nation, neither shall they learn war any more."
(Micah 4:3)

MEMBER NEWS

Jim Ferris has recovered from pneumonia and it's nice to see him back at the Club!

(Note: For the "Health & Welfare Committee", Ye Ed, would like to hear of any member who is ill, hospitalized or special occasion news, so we can keep the membership advised of these happenings.)

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
- Jeff Griesemer..... February 5th
- Roger St. Peter February 6th
- Paul Agnew February 18th



What are you Doing?

Kurt Kramke: "I have been working on several brass locomotives and planning two dioramas for later construction. I have also



been working on the club's logging branch extending the switch back to allow larger locomotives and longer cars. I have attached two photos of the preliminary work on the one end. There is still more work to be done and the other end also needs to be extended."

Kevin Linagen: Our friend, along with some of his crew, transferred their two work GE locomotives from the Fore River RR in Quincy's shipyard into Amtrak's South Bay shops for wheel work and look at the new PRR loco he found there in the shops!



Amtrak seeks carbuilder interest in new long-distance fleet: Analysis

By Bob Johnston | January 19, 2023; *Trains* magazine

Replacement of Amtrak's long-distance passenger cars has been included in forward-looking fleet plans for more than a decade, but the company announced January 19th, that it contacted carbuilders in December as "a first formal step" to re-equip the 14 overnight routes of the long-distance network.

The request for expressions of interest was "was sent to potential suppliers defining and describing the scope of Amtrak's overnight train fleet — including Superliner I and II, Viewliner I and II and Amfleet II railcars," the company said in a press release.

Assuming manufacturers are willing to embark on the project, Amtrak says it expects to release a formal Request for Proposals later this year.

Builders of earlier cars have shut down

The carbuilding landscape is far different today than it was when Amtrak began taking delivery of its *Amfleet* and *Superliner* passenger cars from Budd and Pullman-Standard in the late 1970s. Those U.S. firms had shifted primarily to transit and commuter equipment after railroads stopped asking for intercity railcars in the early 1960s.

They did have the benefit of prototypes as a jumping off point for new designs. For Budd's *Amfleet*, it was the Pennsylvania Railroad's federally subsidized *Metroliner* fleet. Pullman's *Superliner* design, crafted with the help of Amtrak's in-house engineering department, could look for inspiration to the hi-level coaches and lounge cars Budd built for Santa Fe.

One *Viewliner* diner and two sleeping car prototypes were conceived by Amtrak engineers and designers in 1987 and created at Amtrak's Beech Grove shops from shells built by Budd. But it took another eight years for 50 *Viewliner* sleepers to begin rolling off Morrison-Knudsen's Hornell, N.Y., production line, because Budd and Pullman-Standard had been driven out of their primary business, transit vehicles, by low-bidding foreign manufacturers subsidized by their governments.

Major issues with recent orders

Except for Siemens' Brightline fleet, recent intercity passenger car acquisitions have been a procurement disaster. Nippon Sharyo had the low bid on a 2012 request for federally funded Midwest and California bilevel cars; after five years of lax oversight, the states realized the Japanese manufacturer lacked the expertise to build them. Siemens was tapped to convert the order to single-level cars, but those are still largely sidelined due to production and quality-control issues. It took CAF USA, a

Spanish company that set up shop in the U.S., more than a decade to deliver 130 sleepers, diners, and baggage cars to Amtrak. And the carrier's New *Acela* trainsets being built by Alstom are running at least two years behind the original schedule.

The cars Amtrak seeks, complicated by sleeping compartments and extensive plumbing, are far more complex. There has been a resurgence of new sleeping car equipment in Europe, but those new high-capacity overnight entries don't travel long distances as Amtrak trains do.

One bright spot has been the oversize GoldLeaf dome cars built for Rocky

Mountaineer's Canadian operation by Stadler in Europe. Make



no mistake: these are specialty cars that may not lend themselves to mass production. But at least they provide a possible entry into the long-distance replacement sweepstakes.

Boston Sunday Globe 1/22/23

Edaville owner plans to build housing at park

By Johanna Seltz
GLOBE CORRESPONDENT

The owner of Edaville Family Theme Park in Carver wants to build 336 units of housing — 85 of them classified as affordable — in seven buildings on a portion of the 260-acre site under the state's Chapter 40B law.

The law allows developers to bypass local land use rules to encourage the creation of affordable housing until a community reaches the goal of having 10 percent of its housing stock classified as affordable. Carver is at 3.2 percent, officials said.

Jon Delli Priscoli told the Carver Select Board on Jan. 3 that Edaville would remain open only for the Christmas season, which accounts for about 70 percent of the park's business.

The Thomas the Tank Engine section of the theme park would close, he said, and instead the park would focus on its Christmas lights, train rides, and what he described as a European-style Christmas market. Edaville has been in operation in Carver since 1947.

The apartments would be built on a portion of what is now

a parking lot. There would be 182 one-bedroom units, 119 two-bedrooms, and 35 three-bedrooms. The plan also includes extensive public space and trails.

Delli Priscoli said he hoped the Select Board would endorse the plan, making it what's known as a "friendly 40B."

"We want to do this collaboratively," he said. "It's a chance to solve a huge need for affordable housing and give the town control over its destiny [by reaching the 10 percent goal]. It would give the town valuable public space and keep Edaville alive indefinitely, and make it the best Christmas attraction in the country."

Ellis D. Atwood founded Edaville in 1947 when he built a 5-mile railbed around his cranberry plantation as a tourist attraction. Delli Priscoli took over in 1999, turning Edaville into a full-scale amusement park in the rural community. The park was closed during the height of the COVID pandemic.

Johanna Seltz can be reached at seltzjohanna@gmail.com.

Some 8-section Canadian Pacific RR Cars

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

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| REDCLIFF | RICHFORD | ROSSLAND |
| RED DEER | RIVERTON | ROSSPORT |
| REDVERS | ROBLINDALE | RUBY CREEK |
| REGENT | ROCANVILLE | RUSKIN |
| REGINA | ROMFORD | RUTHERGLEN |
| RENFREW | ROSEMARY | |

My Name _____

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