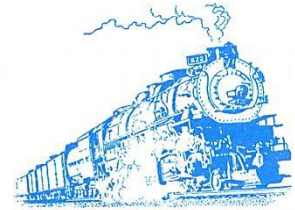


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



FEBRUARY 27, 2023 ■■■■■■■■■■ **VOLUME 43** ■■■■■■■■■■ **NUMBER 2**



45 Years Ago in Greenfield, Massachusetts

The Semaphore

David N. Clinton, Editor-in-Chief



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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2023
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ON THE COVER: It’s summer 1978 and we’re on B&M’s “Connecticut River Line” at the junction in Greenfield, Mass., where the B&M’s east/west main goes off to the left (behind the photographer) and this through freight heads north on the main from Springfield, Mass. to White River Jct., Vermont. There was shared trackage with the Central Vermont Railway from East Northfield, Mass. to White River Jct., and shared motive power between Springfield and WRJ. There were interesting motive power lash-ups in those days! (DNC photo)



In Memoriam

Stan Rydell

December 6, 1937 – February 16, 2023



As most of you know, our fellow member Stan Rydell passed away last weekend, after several difficult years. Dave has requested that I write a few words about him from what I remember of our conversations.

Stan was an environmental analyst, professionally, with a Ph.D. from one of the major Florida Universities. He worked for several government agencies, analyzing the environmental effects of various facilities and projects. His specialty was in nuclear and chemical physics and the problems and remediation of radiation and thermal concerns. His work also brought him into contact with NATO agencies and he ended up doing work for them as well on the radiological effects of a nuclear war, should it occur. It was during this time that he wrote some highly classified computer programs to help with this type of work.

Stan traveled extensively with his work and he took some very interesting vacations. For example, a walking tour of the Himalayan mountains of India and Nepal. Another was to South America, including a visit to the source of the Amazon River. He and his wife also took a river boat cruise on the Mississippi River.

After his retirement, he and his wife, Shirley, moved to Hingham right around the corner from Dave's house. He had an interest in trains and electronics. He also had a Chevy Corvette and was a member of the local Corvette Club, where he met Doug Buchanan; Doug sponsored Stan for membership and he joined the SSMRC in July 2013.

His interest in electronics led him to volunteer to assist me with electrical work on the layout; he was a great help with building a number of projects. These included most of the wiring on the track/switch Model Board for the passenger terminal at Cedar Hill and another one for the yard in the staging room. Our mutual interest in electronics led us into Cambridge to the MIT Ham Radio and Electronics Flea Market several times (where we bought stuff we really didn't need).

When Stan first started working with me, he was in pretty good shape for a man in his eighties. He was still able to get under the railroad and help trace out wires and cables. He even took a crack at doing some work under Middleton Yard. Unfortunately, having a hip replaced, then a fall, and a bout with improperly diagnosed Lyme Disease (and its side effects), plus an extensive stay in the Linden Ponds 'sick bay' took a real toll on him. In the end, it slowed him down a lot, physically, but he was still mentally pretty sharp and could do his part in any conversation. Those who knew him will miss him. May he rest in Peace.

Robert England

FORM 19 ORDERS

FEBRUARY B.O.D. MEETING

Monday, February 27th 8 p.m.

MARCH BUSINESS MEETING

Monday, March 6th 8 p.m.

MARCH SHOW & OPEN HOUSE

Saturday, March 11th 9 a.m.- 4 p.m.

Sunday, March 12th 10 a.m.- 4 p.m. DST

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, March 16th 8 p.m.

NEWSLETTER DEADLINE

Sunday, March 26th

MARCH B.O.D. MEETING

Monday, March 27th 8 p.m.

TROLLEY COMMITTEE MEETING

Monday, April 10th 8 p.m.

CONTESTS

Congratulations to **Bill Sims** on winning this month's "50/50" drawing!



Al Taylor's latest "Word Find" puzzle was included in last month's newsletter. Extra copies are in the train room for the drawing at the **March Business Meeting**.

CHIEF'S CORNER

Fred Lockhart

Here we are almost at the end of February, which means our Spring Open House and show are only two weeks away. It just seems like we cleaned up from the Fall show! At any rate, it is the same routine for getting ready for the show: clean up the club and the railroad; put away non-show stuff into the shop; set up tables; put out signs and flyers and hope for so-so weather and a good turnout. I will be assigning tracks, as usual, for the show and asking members to remove trains that they won't be using for the show, so we have enough tracks for participants.

As for progress this past month: the turnout I suggested might need rebuilding got rebuilt and now has a much smoother diverging route, which makes steam locomotives much happier as they proceed through it! Also, I have added red and green LEDs



to turnouts #73 and #74; 74 is the new turnout leading into Great Lakes and 73 is the mainline turnout exiting Boston yard. They are very visible as you approach and saves staring at switch points to make sure they are set properly. I have some other mainline turnouts on which I want to do the same. The only other area that has been busy is scenery, but they do their own column occasionally so I will leave that up to them.

That's it for this month--your questions or comments are always welcome.

Fred Lockhart
Chief Engineer

Semaphore Memories

JANUARY 2018 (5 years ago)

- Staging Yard benchwork completed; turnouts to Larson Branch completed.
- Track-assignments for Shows begun.
- Guest presenters for Loco Sound Clinic: Kaylee Zheng and Lou Papineau show us latest speaker systems.
- PTC systems being installed on nation's railroads.
- PRR T1 Steam Locomotive Trust announces purchase order for first and second boiler courses for new 4-4-4-4.
- Illinois Railway Museum launches fund-raiser to repaint New Haven EF-4 electric locomotive #300.
- GE Transportation signs \$1-billion agreement to modernize country's railroads, including 30 "Evolution Series" freight locomotives.
- 300-pounds of brass components were stolen off C&O #1309 and sold to a scrap dealer by a WM Scenic RR employee, stalling restoration of the locomotive.
- Conway Scenic RR sold to Profile Mountain Holdings.
- MBTA gets Hingham agreement to allow installation of solar panels over West Hingham station parking lot.

FEBRUARY 2013 (10 years ago)

- CSX opens New England's first double-stack intermodal route between NY State and Worcester, Mass.
- D.O.T. designates Berkshire Scenic Railway as operator of "Hoosac Valley Service" between N. Adams and Adams, MA.
- 50 years since closing of famous "North Shore Line" between Chicago and Milwaukee.
- Grand Central Terminal in NYC celebrates 100th .
- MA Gov. Patrick touts passenger rail service between Pittsfield, MA and NYC.
- Kato announces completely new drive for their new "Genesis" P42 locomotive, with separate motor powering each truck.
- "Fire up 611" formed to return famous N&W #611 to mainline steam service.
- Ground broken for new MBTA Commuter Rail station in South Acton.

•Iowa Pacific Holdings' Saratoga & North Creek Railway moves first carload of freight in 25 years over line between their namesake towns.

•Premier of Quebec Province and Vermont Governor meet to find way to return "Montrealer" service, connecting Vermonter from St. Albans, VT to Montreal.

FEBRUARY 2008 (15 years ago)

• Federal study begun on extending *Downeaster* to Freeport and Brunswick, Maine.

•Belfast & Moosehead lake RR places all rolling stock up for sale.

•Brookville Equipment Corp. of PA enters loco market with 2000 HP "BL20GH" for ConnDOT.

•MBTA B.O.D. approves purchase of 75 new bi-level cars from Rotem USA.

•MBTA unveils first of 94 new Blue Line subway cars, replacements for 70 of the 30-year-old cars.

•Wiscasset, Waterville & Farmington narrow gauge museum wins H. Albert Webb Memorial RR Preservation Award sponsored by the Mass Bay RRE.

FEBRUARY 2003 (20 years ago)

•MBTA halts construction on Greenbush Commuter Rail for 6 mos. to study costs.

•Belfast & Moosehead Lake RR on market for \$3.5 mil.

•Maine D.O.T. rebuilds former MEC roundhouse in Rockland; on National Historic Register.

•Recently restored CPR "Royal Hudson" #2816 to pull luxurious train from Vancouver to Montreal @ \$26,000 per person, limited to 32 lucky passengers.

•Motive Power Industries completes rebuilding of MBTA's F40PH-2Cs. →Berkshire Scenic RR to operate excursions for first time in 10 years.

•State of VT designates Vermont Rail System's "Washington County RR" as operator of recently purchased line from Newport to White River Jct.

•Roof on B&O's historic museum in Baltimore suffers partial collapse, during snowstorm, crushing many artifacts but no personal injuries suffered.

•Amtrak's Mail Trains #10 & 13 between Springfield, MA and D.C. are discontinued.

•Surface Transportation Board orders Guilford to permit Amtrak's *Downeaster* to operate up to 79 MPH, rather than 60 MPH limit the railroad had placed on Amtrak.

•Vermont suspends only commuter railroad in the state, the Champlain Flyer, between Burlington and Charlotte.

•Amtrak and Bombardier agree on plan to fix defective yaw dampers on Acela Express trainsets.

•GE introduces GEVO-12 locomotive, producing 4,400 HP with 12 cylinders and more environmentally-friendly than same horsepower FDL-16 cylinder prime mover.

FEBRUARY 1998 (25 Years Ago)

•Floor tile work completed in restrooms and meeting room.

•Guilford formally abandons 11 miles of B&M Conway Branch between Mt. Whittier and Ossipee, NH.

•Mid-Cape Lumber Co. gives up on Bay Colony RR, leaving trash trains as only customer on Cape.

•Amtrak and VIA Rail Canada join in selling rail pass good for travel in U.S. and Canada.

•State begins work on environmental study for Fall River/New Bedford Commuter Rail.

•CN offers \$2.3-billion for purchase of Illinois Central .

•"Ocean Spray" Club Car offered.

•First "double-decker" commuter cars appear on Old Colony lines (Middleboro & Kingston/Plymouth).

•Environmentalists and Army Corp. of Engineers rethinking tunnel under Hingham Square.

•Quinoil tank cars sell out in less than a year.

•Conrail takes delivery of first of 105 wide-nose SD60M locomotives, manufactured by EMD of Canada (EMC). Hell Gate Bridge in NY to get first repainting in its history; to be painted dark red.

•Swedish "X2000" train testing on Northeast Corridor...pulled by diesels north of New Haven.

•Conrail acquires 30 GE 4,000 HP locos, B40-8, later nicknamed "Camels".

•Atlas brings out RS1 locomotive model.

•MBTA's F10 locomotives to be rebuilt and re-engined with EMD 645 prime movers.

•Fore River RR officially designated as sludge hauler in agreement with MWRA and City of Quincy.

•Canadian Transport Commission rules that CN and CP can run freights without cabooses.

•Guilford runaway train, second in two months of labor dispute; 48-car train travels six miles before stopping on its own.

•Commuter rail service between Boston and Providence resumes after 7-year hiatus; no service on weekends.

•Original constitution of the Club found, listing the following Charter members: Ray Stoddard, Al Hird, Charles Costa, George Follis, George Jank, Fred Potter, Arthur Davis and Robert Walsh.

•Honorary member Wally Chase reports that he is building "Androscoggin Yard" on his Lewiston, ME, basement layout, which will interchange narrow and standard gauge.

•U.S. District Judge approves plan of reorganization for the B&M RR, clearing way for Timothy Mellon (Guilford) to assume ownership. (Already owned Maine Central)

•Guilford unveils paint scheme of gray with orange band.

•Amtrak to take over Rio Grande Zephyr route, with D&RGW finally turning over its passenger serve to Amtrak. San Francisco Zephyr will be re-routed over D&RGW and re-named the California Zephyr.

•I.C.C. gives railroads green light to form trucking affiliates.

POTPOURRI

GOV. KATHY HOCHUL (NY) and MTA CEO Janno Lieber were among an estimated 100 passengers on the first Long Island Rail Road train on Wednesday, Jan. 25th to Grand Central Madison, the new

Manhattan station deep beneath Grand Central Terminal. “Grand Central Madison is a game changer for New Yorkers, and I look forward to welcoming Long Island commuters to our tremendous new terminal,” Hochul said in an MTA press release. “Infrastructure is all about connections, and this project is an extraordinary step forward to better connect millions of New Yorkers with their homes, their families and their jobs.” (TN)

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BILLS HAVE BEEN INTRODUCED in both houses of the Massachusetts legislature that would require electrification of Massachusetts Bay Transportation Authority commuter rail lines by the end of 2035. The bills include an ambitious goal of electrifying by Dec. 31, 2024, three segments that serve what are defined as environmental justice populations — the Newburyport/Rockport line between North Station and Beverly; the Fairmount line from South Station to Readville; and the entire Providence/Stoughton line. Those same three lines were given electrification priority when the MBTA’s former oversight body, the Fiscal and Management Control Board, voted for an electrification plan in 2019. That plan has mostly been forgotten in the wake of the COVID-19 pandemic and major issues with the MBTA’s rapid-transit-operations. (TN)

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THE MBTA HAS NOT received any new Red and Orange Line cars since it halted shipments in June amid “technical and engineering issues”, interim general manager Jeff Gonville told the agency’s board of directors recently. This means the delivery schedule announced in late January—152 Orange Line cars arriving by December 2023 and 252 Red Line cars by September 2026—won’t be possible. So far the MBTA has only received 78 Orange Line cars and 12 Red Line cars since 2018, from the company manufacturing them in Springfield, and some of those are not in service, as the T waits on car paperwork. The MBTA will be reevaluating its contract with the Chinese manufacturing company, CRRC, first hired to build the cars in 2014, which had a schedule that said Orange Line cars would be delivered in summer 2023 and Red Line cars in summer 2025. (BG)

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GOV. MAURA HEALEY is assembling a group of independent experts to assess ways to address the problems with manufacture of new rapid-transit railcars for the MBTA, the Boston Globe reports. Healey said she was moving to address the problems with manufacturer CRRC during a visit to the MBTA’s operations control center. Spokeswoman Karissa Hand said the governor has

put together a group including experts from LTK Engineering, other consultants, and lawyers to determine how to expedite the delivery of the 404 cars on order for the Red and Orange lines. “We have instructed this team to take a deep dive into these existing challenges and think through our long-term needs and how we prioritize and make good on the expediting of the delivery of cars,” Healey said. (TN)

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WORK WILL BEGIN IN MARCH to convert a former Chicago, Rock Island & Pacific Railroad bridge into an entertainment venue. The bridge, built by the Rock Island in 1905, crosses the Kansas River in the city’s West Bottoms area. It has been idle since the



1970s but remains structurally sound. Flying Truss LLC has worked for years on the redevelopment, which calls for turning the bridge into a space for bars and restaurants. Plans call for L.G. Barcus and Sons of Kansas City, Kan., to begin work in March to remove the ties and rails from the 702-foot bridge, raise it 4 feet to elevate it above levees being raised by the U.S. Army Corps of Engineers, and add some 400 tons of steel and concrete to create a platform in place of the railroad tracks. Another local builder, Centric, will then build out the venue space. (TN)

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UNION PACIFIC has been named to Fortune magazine’s list of the World’s Most Admired Companies for the 17th time in 21 years. UP is the highest-ranked railroad in the magazine’s Trucking, Transportation, and Logistics category. The annual list is compiled through a survey conducted by global consulting firm Korn Ferry. Executives, directors, and analysts are asked to rate companies in their own industries, judging them on nine criteria. The criteria include innovation, people management, use of corporate assets, social responsibility, quality of management, financial soundness, long-term investment value, quality of products/services, and global competitiveness. (TN)

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SHIPPENSBURG, Pa. — The Conrail Historical Society will open its \$150,000 museum and archive center – housed here in a retired 86-foot hi-cube auto-parts boxcar – on April 1, the anniversary date



of the railroad’s founding in 1976. The car sits on a section of panel track adjacent to the rail trail, which occupies the abandoned right-of-way of the former Cumberland Valley Railroad, later Pennsylvania Railroad, Penn Central, and Conrail. About 200 feet away stands the Cumberland Valley Railroad Museum, opened in 2017, which occupies a 50-foot former PC boxcar that was the inspiration for this project. The trailhead is at 51 East Fort Street, adjoining the university campus. “We’re approaching 25 years since Conrail was divided,” says Conrail Historical Society President Brock Kerchner, “and the legacy of Conrail — if not for an organization and museum such as this — would just disappear into history.” “We are beyond honored to keep the memory alive of the Conrail employees who sacrificed and dedicated so much to turn a collection of bankrupt railroads into a leader in the industry,” he said. “It is a classic rags-to-riches fairytale.” (TN)

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CASS SCENIC RAILROAD Shay No. 5 made the first trial steam run over the restored former C&O Greenbrier Division track between Cass and Durbin, W.Va., on February 1st, operator Durbin & Greenbrier Valley Railroad has announced. The 30-mile round trip was the first for a steam locomotive since the Greenbrier River destroyed much of the line during flooding in 1985, and was a notable milestone following completion in



in January of the Trout Run bridge, the last major obstacle in restoring the line. The trip by No. 5 — at 117 years, the oldest locomotive in the United States still operating on the track for which it was

built — was to retrieve former Meadow River Lumber Company three-truck Heisler No. 6. That locomotive powered the Durbin & Greenbrier Valley’s Durbin

Rocket for seven years. The Heisler is out of service with a badly eroded smokebox floor and will require about six months in the shop to return to steam, according to Durbin & Greenbrier Valley president and CEO John Smith. When repaired, No. 6 may be a candidate to power the recently announced Greenbrier Express trains set to begin operation between Cass and Durbin later this year. (TN)

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THE PROSPECT of regular passenger service on a state-owned route between Brunswick and Rockland, Maine, received a big boost when Maine’s Department of Transportation budgeted \$3 million to advance a two-year pilot project utilizing 1950s-era Budd Rail Diesel Cars. Northern New England Passenger Rail Authority Executive Director Patricia Quinn says, “The equipment and the necessary operational and safety regulatory requirements are being assessed to determine a path forward.” Plans to extend the reach of NNEPRA’s Boston-Brunswick *Downeaster* an additional 56 miles to Rockland have been contemplated since seasonal excursions on the branch ended in 2015. That’s the year that the state declined to



renew the operating lease of Maine Eastern, the company that had operated summer-only round trips since 2004. Although Amtrak ran a test train over the former Maine Central branch in 2019, an intriguing proposal emerged last year when Midcoast Rail Services, a subsidiary of New York’s Finger Lakes Railway, suggested using RDC equipment as part of its operating rights takeover from Canadian Pacific. Proactively, Finger Lakes began making modifications to one of two RDCs it has leased for tourist service from Vermont-based AllEarth Renewals, which had acquired a fleet of 14 from Dallas’ Trinity Railway Express. Rest rooms had been removed by the Texas commuter operator, so the short line’s Geneva, N.Y., shop forces installed a replacement that is compliant with Americans with Disabilities Act accessibility standards. “We’re calling it a Coastliner,” Midcoast President Mike Smith said, adding, “The Class 3 track between Brunswick and Rockland has been well-maintained by the state DOT; we’re planning on a running time of 1 hour, 50 minutes operating at a top speed of 55 mph.” In addition to restroom-equipped RDC No. 2003, Smith plans on making two other units available. Logistics still must be hammered out between Midcoast, NNEPRA, the Federal Railroad Administration, and Amtrak; a launch by the summer 2023 is being targeted. In a

News Wire interview last August, Quinn said, “Everybody is onboard; we just have to figure out what the formula is. There’s a mobility opportunity to provide a year-round alternative to the automobile, that’s why we would like to see three round trips a day, seven days per week.” She points to the only alternative, two-lane U.S. Route 1, as congested in the summer tourist season and a challenge in winter. Most passenger rail startups consume cash by beginning with a ridership study, but that isn’t happening here. As Midcoast’s Smith puts it, “We can just run the damn service and see if it works!”

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ON A SECOND CONSECUTIVE DAY highlighting plans to support rail infrastructure projects, President Joe Biden said January 31st, that the federal government would provide \$292 million in grants for the early stages of the effort to build new rail tunnels beneath the Hudson River to connect New York and New Jersey. “This is just the beginning,” Biden said, “The beginning of finally constructing a 21st century rail system. That funding will provide only a fraction of the money for what is expected to be a \$16 billion project to build the new tunnels for the Northeast Corridor route into Penn Station, then rehabilitate the existing bores, damaged by flooding during Hurricane Sandy. The tunnels are part of the larger \$30 billion Gateway project, which includes additional Northeast Corridor infrastructure work. One part of overall project, replacement for the aging and problem-plagued Portal Bridge over the Hackensack River in New Jersey, has been funded and work has begun. (TN)

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VIA RAIL CANADA has issued a formal request for information from potential manufacturers of locomotives and passenger cars who might be



interested in re-equipping the company’s long distance and regional remote passenger trains. VIA’s appeal comes as Amtrak is evaluating responses received from a similar invitation. It also is taking place while the company assesses the structural integrity of the stainless steel cars built by Budd in the 1940s and 1950s — the cars VIA wants to replace. (TN)

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IN A PRECEDENT-SETTING MOVE for the railroad industry, CSX on Feb. 7 reached agreements with the Brotherhood of Maintenance of Way Employees Division (BMWED) and the Brotherhood of Railway Carmen (BRC), collectively representing approximately 5,000 railroad workers, for paid sick leave. “Nearly 4,000 BMWED and more than 1,000 BRC workers are employed with CSX,” the railroad stated. “The company has great respect for the work performed by its front-line employees to provide safe, reliable rail service for the nation, and will continue to pursue similar agreements with its remaining unions.” Retroactive to Jan. 1, 2023 and continuing each year thereafter, every CSX BMWED- and BRC-member employee will be provided with 4 paid sick days on an annual basis, based on a 100% rate of pay, with the ability to also take up to 3 paid personal leave days per year for paid sick time off. The Agreement, which is specific to CSX and separate from the national agreement finalized late last year, also provides the option for employees to contribute unused paid sick leave to their 401(k) or receive a payout of unused paid sick leave, each year. (RA)

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TWO STATE LEGISLATORS are calling for a new agency to oversee safety issues with the MBTA, although they have different views on who should handle the job. State Sen. Michael Barrett has filed legislation to create an independent commission on transportation safety oversight, while state Rep. William Straus has authored a bill with the goal of transferring oversight to the state’s Office of Inspector General. Both men agree that the job should no longer belong to the Department of Public Utilities, where it currently resides. Barrett told the Herald it distracts the DPU from its climate responsibilities; Straus said he was open to other ideas that would provide “independence for a safety oversight entity that has sufficient staff and resources.” The DPU’s oversight of MBTA issues came under scrutiny last year when the Federal Transit Administration issued a series of special directives over MBTA safety. At the same time, the FTA also issued a set of directives to the DPU to ensure the MBTA acted on its directives, and noted that a number of areas of non-compliance remained from the FTA’s 2019 audit of the MBTA. (TN)

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THE NATION’S OLDEST SHORT LINE, the 4½-mile-long Strasburg Rail Road in southeast Pennsylvania, last week opened a \$3.3 million, six-track yard to handle its growing freight business. Situated at Leaman Place Junction along Amtrak’s

double-track electrified Keystone Corridor, the 7-acre site and interchange lies just off U.S. 30, the Lincoln Highway. Freight is delivered by Norfolk Southern's H26 local, operating out of NS's Dillerville Yard in the city of Lancaster, 11 miles west. Overshadowed by Strasburg's popular steam passenger runs, which attract 250,000 to 300,000 riders a year, the road's freight business has fluctuated over the years, but has been on the upswing since 2009. It's grown from 10 cars a year to almost 500, and freight trains run five days a week. Usually they're powered by Strasburg's ex-New York Central SW8 diesel switcher No. 8618, but occasionally a steam engine pitches in as well. The 500-car volume "is considered a minor miracle in the railroad world," says Steve Weaver, a Strasburg vice president. Freight now makes up 10% of SRC's revenue. (TN)

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EAST BROAD TOP'S 1916 Baldwin 2-8-2 Mikado steam locomotive, under restoration for nearly three years, stretched its legs Thursday (Feb. 9) in preparation for the narrow gauge railroad's annual Winter Spectacular railfan weekend. Expanded to a two-day event this year, it is scheduled for Feb. 18-19. The 81-ton engine has created a flurry of excitement for historians and



railfans, because it has not run since 1956, when the coal-hauling, common-carrier version of EBT shut down. From 1960 to 2011, the railroad restored four other of its six Baldwin Mikados for seasonal tourist service, ending with No. 15 (built 1914). A National Historic Landmark, EBT closed in 2011 and was sold in 2020 to the nonprofit EBT Foundation, Inc., which has begun to restore segments of the 27-mile main line it owns. (TN)

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EBT RAILROAD'S FRESHLY RESTORED 2-8-2 Mikado locomotive No. 16 delighted admirers over the weekend of February 18-19, by pulling a full schedule of eight passenger trains and two photo

freights for the road's annual Winter Spectacular. All trains were sold out. The event was a landmark in several ways. First, No. 16 (Baldwin Locomotive Works, 1916) has not run since 1956, when the original common-carrier version of the 33-mile narrow gauge coal railroad in south-central Pennsylvania shut down for the first time. After a three-year restoration, the engine was steamed up two weeks ago and has made break-in trips in the yard and on the main line. The second item of note is that this was the first steam-powered edition of the winter event in 42 years. As a steam tourist carrier from 1960 to 2011, EBT held a tradition of running an annual winter railfan festival on the weekend preceding Presidents' Day. After the February 1981 event, the



celebration eventually moved to fall. Finally, this was the first time the railroad deployed all four of its new passenger cars, built by Hamilton Manufacturing of Bellingham, Wash. (TN)

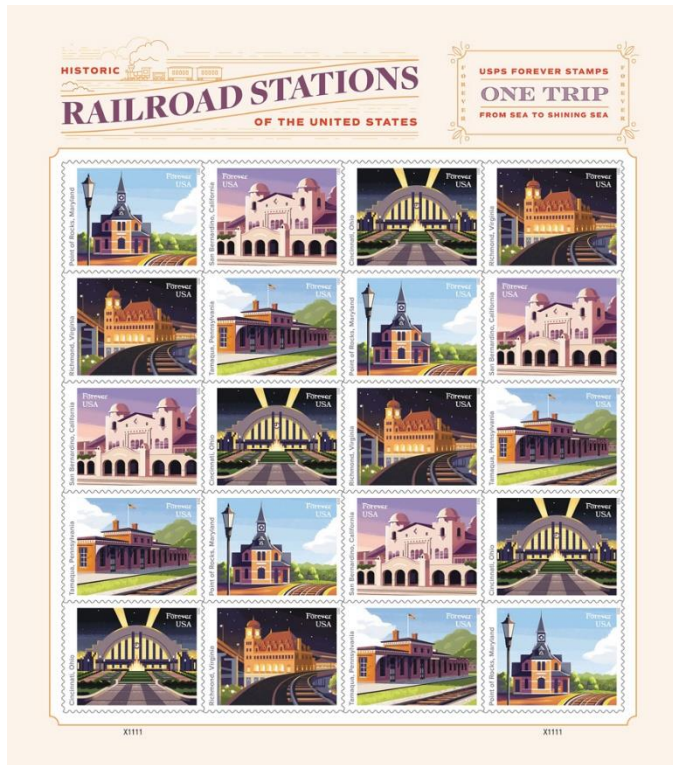
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AMTRAK HAS BEEN NAMED as one of America's Best Large Employers in a Forbes survey, which identifies the top 500 companies with 5,000 or more employees. The Massachusetts Institute of Technology, with 15,722 employees, topped the Forbes list. The ranking is based on a survey of about 45,000 workers at such companies, who were asked if they would recommend their current employer (on a scale of 1 to 10) to friends or family, and to cite any other employer they would also recommend. Amtrak ranked 29th overall, second to Delta Airlines (12th) in the Transportation and Logistics category. The only other rail-related employer on the list was New York's Metropolitan Transportation Authority, ranked 255th. Amtrak was recognized at time when its 20,000 employees include some 3,700 new hires in 2022. The company has more than 4,000 positions available this year. (TN)

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THE U.S. POSTAL SERVICE will hold its first-day-of-issue event for "Railroad Stations Forever," a five-stamp series, at Cincinnati Union Terminal on Thursday, March 9, at 11 a.m. The stamps, which depict Cincinnati Union Terminal, along with stations in Point of Rocks, Md.; Richmond, Va.; San Bernardino, Calif.; and Tamaqua, Pa.; were

announced last fall. All five stations are listed on the U.S. Department of the Interior's National Register of Historic Places. (TN)



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SPAIN'S TRANSPORTATION SECRETARY and the head of national rail operator RENFE have resigned following an order for new regional trains that has become a national scandal. Transportation Secretary Isabel Pardo de Vera and RENFE President Isaías Táboas quit their jobs Feb. 20 in the wake of public and political criticism of a delayed contract to provide new regional trains in northern Spain. The trains' proposed design would not fit through some bridges and tunnels. (TN)

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TESTS TO DETERMINE the structural soundness of VIA Rail Canada cars manufactured by the Budd Co. from the late 1940s to mid-1950s are ongoing and formal reports have yet to be issued. However, preliminary information shared with *Trains News Wire* indicates that while the cars remain fundamentally sound, corrosion may need to be addressed where trucks are attached to a car's frame. Based on the available information, it is unclear if this issue is widespread or serious enough to require sidelining of — or repairs to — all VIA stainless steel rolling stock. VIA has never detailed the incidents that triggered its decision to initiate a testing program. A VIA Rail spokesperson, asked to confirm or comment on this article, wrote in an email that "some of what you have reported is not

accurate. It is based on second-hand information that has been misunderstood and mischaracterized in this account. (TN)

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THE U.S. DEPARTMENT of Transportation has proposed a number of new rail safety initiatives on Tuesday in the wake of this month's fiery derailment of a Norfolk Southern train that was carrying hazardous materials in East Palestine, Ohio. Transportation Secretary Pete Buttigieg on Feb. 21 called on railroads to immediately take five steps he says will improve safety, including requiring the faster phase-out of older tank cars; providing state emergency response officials with advance notice of hazardous materials shipments through their communities; and deploying new inspection technologies without seeking permission to scale back inspections performed by rail workers. Railroads also are urged to join the Federal Railroad Administration's Confidential Close Call Reporting program, which provides protections to workers who report safety concerns. The Class I railroads also were asked to provide rail workers with paid sick leave, something that CSX Transportation and Union Pacific have already begun to do with some of the unions representing their workers. Buttigieg will call on Congress to take five steps to improve rail safety. They include passing legislation that would:

- Allow DOT to increase maximum fines that can be imposed on railroads for violating safety regulations.
- Strengthen rules covering high-hazard flammable trains.
- Modernize braking regulations and "increase the use" of ECP brakes. (ECP braking systems are currently not in use.)
- Speed up phase-in of DOT-117 tank cars. The deadline is currently 2029.
- Increase funding for hazardous materials training for first responders.

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

- TRAINS**
 Owney the Railway Mail Service Dog
 Working From Home for 71 Years
 Rutland RS-3 #405
 Pushed of the Mountain
 In My Own Words
 Oscar Spear Teaches a Valuable Lesson
 Bill Stevens
 The Shortsighted View of Running Long Trains
 Ask Trains
 EMD's Short-lived BL2 Diesel

MODEL RAILROADER

Weather a Boxcar

Step By Step

Making Tall Field Grass

Build a Realistic Photo Diorama

Trains of Thought

How Long is a Short Circuit?

RAILROAD MODEL CRAFTSMAN

Utility Cart for Operations

The Company Photographer

Managing the Edge

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

Behind the Scenes

Savery Moore

Well, it's been a while since the last report. Quite a bit is happening on the layout!

Chip Mullen, Bob Farrenkopf and Dave Galbraith continue to work on the "S-curve" heading up the mountain out of West Middleton. Most of that area should be complete by our show weekend of March 11-12th.

Dave has also "repaved" the road through Highland Oaks, that the trolley runs on. He and applicant Andrew are also reconfiguring the municipal buildings on that stretch of road to make it more realistic.

The small "railroad diner" between the Cedar Hill receiving/departure yards and the passenger terminal leads has been installed. This diorama was built by Paul Bonanno on a thin piece of plexi-glass shaped to fit some pretty tight dimensions. A bit more work is required on the layout to finish blending the scene into its surroundings.

Ed Carter continues to work around the steel mill. Plans are to remove the curved backdrop in that area and replace it with a lift-out foam hillside which will act as a view block between the mill and the small town near Governor's Junction. (That's my next project! – sm)

Slowly but surely, scenery work is progressing on the narrow-gauge area in Larson. Hopefully the progress will continue at a good pace.

The intent of the scenery group right now is to "fill in the holes" on the current layout before moving ahead with the industrial, harbor, and park/beach areas on leg 3. I know people are anxious to start moving on that since it's a new area, but if we don't finish the small stuff on the current legs now, we probably won't. The areas needing some attention are:

- All along the trolley line, from the new car barn to the coal dock behind the power company
- The small area below Highland Oaks where the Boston division "daylights" for a few feet
- The narrow gauge near the dock in Larson
- The passenger terminal and coach yard/commissary area in Cedar Hill

That being said, boxes of unbuilt kits have been laid out along the "new" industrial area on leg 3. These are there for the purpose of getting members of the scenery and layout design committees to start thinking of how that area should look. Not all the buildings out there will be used, and I'm sure that new building kits will be ordered.

And, on the less visible front, the Scenery Department has expanded its storage space on the second floor next to the library. Bryan Miller and I have set up bookcases in our new area, and have moved all of the building kits from the small room next to the dispatcher's tower to their new home. (We have a lot of "stuff!") This will allow us to have everything in one location, organize our materials by categories, keep better inventory on our needs, and eliminate the guesswork, as to where something is. Thanks here to the White Elephant committee. Without their cooperation and guidance, this move would not have been possible.

I know we have quite a few new applicants, and we'd love to have them join the Scenery Committee once they have become members. All skill levels accepted!

Enjoy the March show, everybody!

Savery Moore
Scenery Committee Chairman

DCC & EQUIPMENT TUNE-UP CLINIC

Dave Clinton

These members brought projects and were successful, or not. (I lost my notes, sorry!)



Thanks to **Joe Dumas** for the photos. The next clinic will be Thursday, March 16th.

Please contact me with any questions about the clinic.

EDITOR'S NOTES

1. Remember that our **Spring Show and Open House** is in less than two weeks. Please sign-up on the duty sheets and come help us put on a successful fund-raising activity!
2. A "heads-up" about how **loco registration cards** are filed: Each member, who registers locomotives, has a divider of the file drawer with their name. Cards are filed, First, according to the REPORTING MARKS. Example: "UP" would come after "SOU" and "AMTK" would come before "ARR". Next, the cards are filed by the LOCO NUMBER. Example: AMTK 100 would be filed in front of AMTK 161. In a recent filing of about 50 new registrations, I found some messed-up filings, including in my own section! Please try to keep your cards in this order, as it makes it easier for you and others, as well.
3. Don't forget **two collections at Club** are taken to help with expenses:
 - a. **Ron Clough recycles** bags of bottles and cans left in front of the

door to the Library. Donated to layout construction.

- b. **I recycle printer toner** cartridges (all sizes) left in my mailbox or on the cash register table behind the Candy Counter. Donation for new printer toner.

Thanks for helping!

.....*David N. Clinton*

"I do not cease to give thanks for you as I remember you in my prayers." (Ephesians 1:16)

MEMBER NEWS

(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:

Joe Dumas..... March 4th
Bob England March 7th
Marlowe Fairhurst March 11th
Larry Strumpf March 13th
Peter Palica..... March 28th



What are you Doing?

Roger St. Peter: "I have been busy most of winter working at my daughter's, building a deck 12'x20'. Here are some pics ...still a lil' more to do. Winter has been helpful! (Looks great, Roger!-Ed)

