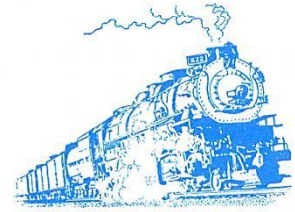


The Semaphore

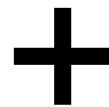
South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



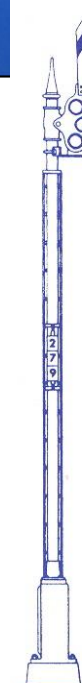
FEBRUARY 22, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 2



Anyone betting on this happening?
Stay-tuned for the sure-to-come RR battle of the year!

The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
“Amtrak News”.....	Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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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. ©2015
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VOLUME 36 ■■■■■ NUMBER 2 ■■■■■ FEBRUARY 2016

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('16)
.....	Bryan Miller ('16)
.....	Mike Dolan ('17)
.....	Roger St. Peter ('17)

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On the cover: The possible unfriendly takeover of the NS by CP is sure to spark a “railroad war”. Should be an interesting 2016.
(CP photo by Dave Clinton; NS photo by Mike Ray)

FORM 19 ORDERS

DECODER & LOCO TUNE-UP CLINIC

Thursday, March 3rd 8 p.m.

MARCH BUSINESS MEETING

Monday, March 7th 8 p.m.

SPRING SHOW & OPEN HOUSE

Saturday, March 12th 9 a.m.- 4 p.m.

Sunday, March 13th 10 a.m. – 4 p.m.

NEWSLETTER DEADLINE

Saturday, March 26th

MARCH B.O.D. MEETING

Monday, 28th 8 p.m.

OFFICIAL OPERATIONS

Sunday, April 3rd 12 Noon

CONTESTS

Congratulations to **Jim South** on winning this month's 50/50 Raffle!

FOR APRIL: A favorite "word find" puzzle from Al Taylor. Extra copies on the old wood display case inside the layout room. Good luck and don't forget to include your name!

CHIEF'S CORNER

Fred Lockhart

This month I will break from the usual run-down of progress on the railroad to discuss some other areas I have found quite interesting. Dave mentions in "the Semaphore" articles that he has found interesting that month in railroad magazines. The article I have found very interesting is actually a series that started in the December 2015 Railroad Model Craftsman magazine and has continued through February 2016. It is about railroad signaling with author Bruce Chubb. This series is not a difficult read, as he does not get into wiring and all the nitty-gritty that makes signals work on a railroad--at least not yet. He explains why signals

are needed on a railroad to prevent accidents and to keep trains moving; the different types of signals, semaphores, searchlight, multi-head and so on; what the different type of prototype systems are and their use on single track main line verses double track main with interlocking plants and more. Right now, we only have one section of the railroad that has signals; that is on the Mountain Division between turnouts 53 and 6 (the Dairy loop and whole gallery). All engineers need to know about them is if the semaphore arm is down or the target signal is red, then they are to stop clear of the turnouts and remain stopped until the dispatcher clears the signal. As the railroad construction proceeds, there will be more discussions about what types of signals to use and their implementation. If you don't know much about signals, this article will give you a good start on signaling, so when the discussion comes at the club you would have a better understanding of the subject.

The next item is something I subscribe to called "Model Railroader Video Plus". It costs about \$27.00 a year but to me it is worth it. There are a lot of different videos of layout tours, new products, modeling techniques, etc. What I have found beneficial, is found under the "series" tab called "DCC programming". It has videos on doing programming with Decoder Pro, as well with just a throttle. Even though I have been using Decoder Pro for a while, I have found them beneficial. Each video is a different subject, such as speed matching, advanced consisting, resetting locomotive headlights so they match prototype operation, just to name a few. As I said, I think it is worth it; it seems like a good resource for information.

It is coming up on "showtime" again. By the time this is in your mailbox, it will be less than three weeks 'til the show. The week of February 28th should be clean up week, the week of the show is also our business meeting, March 7th, and so it would be nice to have everything done before that night. After the meeting, members could put out their equipment and test it, if necessary. The different areas of cleanup are spelled out on the sign-up sheet posted on the office window. As usual, I will be heading up the railroad clean-up. Generally, we remove all tools from the railroad, vacuum the bare bench work, dust roof tops as necessary, sweep or vac the floors and clean track.

This is not a big job for anyone **IF** we get enough help, so please sign up!

For members who are not able to get to the club this month, progress has mostly been in the scenery area: Savery has been working hard to finish up the suburbs of corner city, and he would like to have it done before the show. The rest of the crew is working on the area in West Middleton.

That's it for this month.
Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

FEBRUARY 2011 (5 years ago)

- FedEx partners with NS & BNSF for intermodal traffic.
 - Amtrak repaints P42 in historic Phase III scheme, to commemorate Amtrak's 40th anniversary.
 - Railroads continue to "remain compelling investments", according to Morgan Stanley & Co.
 - Amtrak joins NJ senators to advance plan to build new trans-Hudson tunnels to Penn Station in NY.
 - Great Smokey Mtn. RR purchases ex-B&MH Swedish-built 4-6-0 and passenger cars.
 - "Solari" board in New Haven station to be replaced with high-tech digital. Going to Danbury RR museum.
 - FL Gov. Rick Scott shuts down state's plan for high-speed rail between Tampa and Orlando. Returns "stimulus funding".
 - NS purchases 1,500 new high-capacity coal cars.
 - CSX spends \$100 million revamping yard in Worcester; plans to close Allston yard.
 - NJ begins re-construction of 7 miles of "Lackawanna Cutoff" trackage between Port Morris and Andover.
 - MBTA leases four MARC GP40WH-2s from Baltimore area commuter rail.
 - Member Vic Vogel dies suddenly.
- ### **FEBRUARY 2006** (10 years ago)
- Old S. Weymouth RR station moved away from tracks, restored and opened as "General Store"
 - Grafton & Upton RR for sale @\$2 million.

- Maine D.O.T. agrees to allow "Downeast Scenic RR" to operate on 29-mile portion of ex-MEC Calais branch.
- "Charlie Card" arrives at Red Line subway line.
- Four new owners take over operation of Cape Cod Central RR, one of whom is John Kennedy.
- Construction begins on new "transportation center" in Warwick, RI, including RR station and "people mover" between that and T.F. Green airport
- Fore River Transportation takes delivery of ex-Conrail GP38-2 from Juniata Shops in Altoona, PA.
- New Hampshire lawmakers turn down proposal to spend state money to help run *Downeaster* stations in New Hampshire.
- Wilton Scenic RR Budd RDCs sold to Old Colony & Newport RR.
- MBTA plans to close Ayer and Shirley stations and build consolidated station in Devens. (never happened-Ed.)
- Rapido Trains of Canada announces it will produce R-T-R plastic lightweight passenger cars in HO scale, with super-detailed underbodies and interiors.
- Ford closes auto unloading facility in Ayer and signs 10-year lease to unload cars at old GM plant in Framingham.
- Three locations named by vote on ECL: "White River Jct.", "Richmond Mills" and "Bethlehem Tower".

FEBRUARY 2001 (15 years ago)

- Temporary wall comes down, which divided last 1/3rd of building; work starts on that section.
- BAR in financial difficulties, looking for buyer.
- Running out of loco numbers, UP negotiates a new reporting mark: UPY.
- Alaska RR ends unusual "Whittier Shuttle", where cars were driven onto flat cars and passengers remained in them for trip between Whittier and Anchorage.
- Lionel announces transfer of manufacturing from Michigan to China, after 100 years of USA-made.
- Famous photographer O. Winston Link dies.
- Amtrak retires its last two FL9s, #485 & 486.

FEBRUARY 1996 (20 Years Ago)

- Amtrak's Beech Grove Shops convert Heritage coaches into mail-express cars.
- EMD builds locomotive plant in Scotia, NY.
- Wisconsin Central begins operating Britain's Rail Express Systems Limited.

DECODER & ENGINE TUNE-UP CLINIC

★Green Mountain RR RS1 donated to Danbury Railway Museum, leaving #405 as last of original Rutland fleet.

★Amtrak's *AutoTrain* begins carrying motorcycles.

★Amtrak ends naming trains on Northeast Corridor

FEBRUARY 1991 (25 Years Ago)

★MBTA approves design of type-8 streetcars, which will replace Boeing-Vertol LRVs.

★Bombardier to build 86 new Red Line cars, which will replace Pullman-Standard "Bluebirds".

★Conrail pays \$460,000 in damages for destroying famous "Coca-Cola" sign, that was a city landmark at the Allston bottling plant, where a large hotel is now located.

★New D&H owner, Canadian Pacific, plans to spend \$50 million to upgrade railroad property.

★Horseshoe Curve in Altoona, PA, closed for the year, in order to build new "visitor center".

★Gov. Weld signs \$4.4-billion transportation bond bill, supporting restoration of all three Old Colony Lines.

★Amtrak introduces "Air-Rail Travel Plan", in conjunction with United Air Lines.

FEBRUARY 1986 (30 Years Ago)

★Show admission rose to \$2 from "traditional" \$1.

★Restoration of Old Colony Lines getting "hot", with MBTA planning to end service at Braintree Red Line, with "across platform" transfer.

★Amtrak's *Adirondack* re-routed from Montreal's Windsor Station (CP) to Central Station (VIA), ending intercity service from Windsor Station.

★MBTA purchases 50 new trolleys from Kinki Sharo & Co. in Japan.

★France and Britain announce agreement to build \$3.3-billion rail tunnel under English Channel.

★Guilford closes Mechanicville and Oneonta, NY yards.

FEBRUARY 1981 (35 Years Ago)

★Kurt Kramke joins SSMRC.

★MBTA runs "ski trains" on Saturday mornings from N. Station to Fitchburg.

★Editor purchases used mimeograph machine, in order to "run off" copies.

★Spring Show at S. Jerome's Church in N. Weymouth on Sat only; Club open both days.

Long-timer **Chris Barlow** brought two locos to "tune-up"; the first was a BLI Norfolk & Western Y6b 2-8-8-2 steamer, with side rod problems. It was determined that one of the screws holding the main rod on a driver had worked its way out and jammed the drive rod so badly that it bent it. This necessitated a trip back to BLI, as it was not repairable in the clinic. His other loco was a W&R brass HH660, which he had painted in Portland Terminal colors. At the time of painting, several years ago, he had installed a DN143 decoder, which had since "gone south". So, he replaced it with a DZ123 and a new front L.E.D. for the headlight, as the original was never satisfactory. He was successful in this venture, especially being able to return the needed switcher to its Commercial Street duties in Portland.

Rob Cook, our newest member, showed up for his third clinic in-a-row, bringing an old Stewart B-unit dressed in New York Central—his favorite RR, along with the B&A, which it owned. The Kato drive in these old Stewart units is the "Cadillac" of drives and Digitrax makes the DH165KO, which is a "drop-in" replacement for the factory board. With an A-unit, there is additional work involved adding proper headlight(s), but the board has provisions for mini-bulbs, L.E.D.s and 12v bulbs, depending on user preference. The awful 30-style coupler pockets were Rob's next challenge. Unfortunately, these are the only boxes that fit and have a decent distance between units.

Will Baker brought his famous "Comet" New Haven RR train, which ran between Boston and Providence. The famous advertising quote was "44 miles in 44 minutes", and that included several stops in between. ConCor did a nice job on this 3-section train, and offered a plug 'n play decoder (Digitrax), which includes sound. The biggest problem was getting the shell back on the power unit, fitting all the wires, speaker and capacitor inside.

Joe Dumas brought his Atlas HH660 dressed with B&A markings for new “whisker” couplers, replacing the gross “split” couplers, which Atlas insists on using on all their HO equipment. Interesting about this loco is that there were five purchased by the B&A and they were the only diesels to have B&A lettering; everything else used on the B&A was marked for the New York Central, their owners.

John Sheridan brought his Athearn Genesis GP7 decorated in the handsome B&M “McGinnis” scheme of blue, black and white. He installed a new LokSound decoder for better performance and sound. It was quite a nights worth of work, as everything had to be hard-wired. He didn’t have time to wire the lights, so that job will be continued.

Our next clinic will be **Thursday, March 3rd**. Sign-up sheet on Bulletin Board. Everyone is welcome!

PRODUCT REVIEW

Dave Clinton

THE MAJESTY OF BIG STEAM

176-page, hardcover book; \$30

Brian Solomon, author

Voyageur Press 2015

I just finished reading this great book by our friend and author, Brian Solomon of Monson, MA. Brian is approaching the number 50 in railroad books that he has authored. Each one has been a valuable addition to my library, and this one is no different. A great many photos, both B&W and color—and all steam. Brian uses photos from many famous railroad photographers, as well as his own. Historical photos mixed with more current color photos of steamers of today. They are beautifully-reproduced, with proper lighting and clarity; no complaints here. Even some of the color photos are “historic”, since they are of rebuilt and rehabbed steamers working excursions and tourist lines from the 1970s.

Excellent info about the development of the different wheel arrangements. Example: did you know why the Santa Fe introduced the 2-10-2, which is called a “Santa Fe type”? It was due to difficulties of their 2-10-0s backing down the long

grade from the summit of Raton Pass, after pushing freights up the hill. Adding the rear pony truck aided the reverse moves. Also interesting: “To make the engines more flexible, some railroads incorporated novel features such as flangeless middle drivers and lateral-motion devices on some driving axles, which afforded a bit of play in what was otherwise a rigid wheelbase.”¹ A “prototype” for everything!

My only criticism pertains to one of my favorite steamers: the CV’s 2-10-4. The author includes two wonderful photos of the “700s” in action but nothing about them in the text. One caption reads “...were the biggest steam power in New England and the smallest examples of the Texas type”. I have heard this before but no one I’ve spoken with about the statement knows “biggest” in what? I was hoping that would be mentioned in the text.

This book is the result of more than two decades of research and photography by the author/historian. It is a fitting tribute to the mighty machines that did backbreaking work to keep America rolling toward prosperity. Highly-recommended by ye editor.

^{p.108}

POTPOURRI

SARATOGA & NORTH CREEK Railway plans to dramatically boost its dining car offerings this year after finding plenty of interest in meals on rails in recent years. The railroad plans to bring new dining and lounge cars to its line to try to increase ridership on the tourist train. The company will offer dinner, brunch and lunch train trips, with much of the food and beverages offered on the trips to be provided by local suppliers. SNCRR will offer 94 dining trips between Saratoga Springs and Thurman Station starting June 4 and running through Oct. 28, an increase over the 15 offered last year. The trips will be run on new equipment that includes a bigger, 48-passenger dining car with a full kitchen, and a “luxurious” lounge car with couches and a bar, said Justin Gonyo, SNCRR’s

general manager. The trips have been dubbed The Pullman Table. (PostStar.com)

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KEOLIS NORTH AMERICA, a contract passenger rail and bus transit operations and maintenance firm that is a subsidiary of Keolis, France's largest public transit contractor, announced recently that it plans to move its headquarters to Boston. The parent company is 70-percent owned by SNCF, the French national railway and 30-percent owned by the public pension fund of the Canadian province of Quebec. Keolis's only two current North American passenger rail operations and maintenance contracts are for Boston's Massachusetts Bay Transportation Authority commuter rail network and Virginia Railway Express. Keolis subsidiary Keolis Commuter Services won the MBTA contract in 2014, and subsidiary Keolis Rail Services Virginia won the VRE contract in 2009. Both were previously held by Amtrak. VRE renewed its contract with Keolis NA in 2015 for another five years, and the MBTA contract is up for extension in 2022. "The reason the move is being made is to be closer to Keolis' biggest contract in North America," spokesperson Mac Daniel tells the Boston Business Journal. "It shouldn't have any impact on current operations with the MBTA commuter rail." (TN)

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MASSDOT AND THE MBTA joined the federal, state and local public officials and neighbors in South Acton, Mass., on January 30, to celebrate the recent opening of the New South Acton Commuter Rail Station. The new South Acton Station includes new full-train length, accessible high-level platforms, new enclosed overhead walkways over the tracks, elevators, a second passenger drop-off area on Maple Street, new canopies, passenger shelters, benches, windscreens, signage, train approach warning system, variable message signs and platform lighting. The station will be equipped with closed circuit television video surveillance cameras and police emergency call boxes. South Acton is the most heavily patronized station on the Fitchburg Line. (RA)

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LONG FREIGHTS and experimental, long haul trains with distributed power are becoming increasingly common on Class I railroads in the east. On Tuesday morning, that was the case on

Norfolk Southern's Pittsburgh line. Equipped with two mid-train distributed power units, a massive NS 12G train successfully rolled across the railroad's West Slope grade into Altoona, and east toward Harrisburg with 176 cars. The Conway, Pa., to Harrington, Del., general merchandise freight was led by NS EMD SD70ACe No. 1133, a Union Pacific GE AC4400CW and two mid-train DPUs, NS GE ES44AC No. 8056 and CN GE C40-8W No. 2146. The train is one of the first of its kind in recent history on this route. Local sources familiar with operations say this move is something the railroad has wanted to experiment with in recent months as a way to run longer, bigger trains. While distributed power is occasionally used on the railroad's Pittsburgh line, high tonnage freights are unusual across West Slope grade, with most trains rarely exceeding 150 cars. (TN)

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THE FLYING SCOTSMAN, one of the most widely recognized steam locomotives, is back in action after a thorough overhaul that has lasted 10 years and cost \$15 million. The locomotive, which was the first in the world to be recorded traveling at 100 mph was privately preserved after withdrawal from regular service in 1963. (TN)

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METROLINK says the first new EMD passenger locomotive in years is complete. The low-emission Tier 4 EMD F125 Spirit locomotive saw sunlight for the first time at EMD's Muncie, Ind., shops last week. Metrolink was the first commuter railroad in the country to purchase Tier 4 locomotives in 2013. The long-term Metrolink fleet plan calls for the purchase of up to 40 new F125s expected to cost approximately \$280 million.



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A CANADIAN SCRAP DEALER has begun to cut up more two dozen stainless steel Rail Diesel Cars in Moncton, New Brunswick. Industrial Rail Services, Inc., previously owned the cars. Included in the scrap line is a fully-functional RDC, No. 6202, which Industrial Rail had rebuilt as a demonstrator. A former company production manager confirmed to Trains News Wire that the railcar has yet to be

scrapped, “but it’s on the block.” When *Trains* visited Moncton in 2010 and again in February 2014, after the Industrial Rail factory had shut down, there were 27 RDCs on the property. They had been collected over the years after VIA Rail Canada and BC Rail no longer needed them by the company’s owner, Richard Carpenter, who had hoped to find a market for the self-propelled railcars. The Budd Company had manufactured 398 RDCs between 1949 and 1962. To generate interest among possible buyers, Carpenter spent more than \$2 million to rehabilitate one already in good condition as a demonstrator, the No. 6202, with modern turbocharged power plants and logic-controlled hydraulic transmissions. Also among the improvements were reconfigured air ducts, climate-controlled air conditioning, and a handicapped-accessible modular bathroom. The company had developed knowledge and expertise doing heavy overhauls of VIA’s remaining active RDCs, which at the time had been operating on Vancouver Island and continue to provide remote service between White River and Sudbury, Ontario. When Canadian economic stimulus money became available in 2009, VIA contracted with Industrial Rail to rebuild six RDCs; one car was traded for a rare, former Canadian Pacific all-baggage RDC-4 that Carpenter had acquired. But the order was never finished following a bitter disagreement between the company and VIA over differences on what repairs were required on the much larger LRC and Renaissance projects. A lawsuit followed and a final outcome has yet to be resolved. Canadian transportation consultant Greg Gormick tells *Trains News Wire*, “IRSI tried its best to sell those cars in re-manufactured form and found there really wasn’t any appetite for them. They couldn’t even sell them to Argentina, which initially showed some interest.” Regardless of how they are moved, the buyer of the Industrial Rail property wants the RDCs gone quickly. The activity prompted Canadian model train manufacturer Rapido Trains, Inc., to purchase one of the RDCs, No. 6133, on Jan. 23. Rapido president Jason Shron declined to disclose the purchase price, but he tells *Trains News Wire* that the substantial cost of moving the vehicle will be determined once Canadian National inspectors decide next week what maintenance would be necessary so it can be hauled to Ontario on its own trucks in a freight train or if it must be loaded onto a flatcar. “We are very grateful to have raised

over \$20,000 (in an online appeal) so far,” Shron says, “but we might have to pay substantially more than that if we have to lift it. This is the major expense for any prospective buyer, because the new owner wants all the RDCs off of the property as soon as possible.” Both Shron and Matt Keoughan, a Halifax, Nova Scotia observer who recently visited Moncton, are reaching out to seek potential buyers. As of last weekend, Keoughan says 11 railcars have either been scrapped or are being dismantled; Shron believes the 6202 is being held to the end. (TN)

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A MIX OF MECHANICAL failures, operator errors, and other problems has led to multiple delays with nearly every new commuter rail locomotive recently put into service by the MBTA. The 40 new locomotives, which cost \$222 million, were brought into service gradually in 2014 and 2015. The new locomotives are more reliable than the system’s 50 older ones and have helped to drive down delays overall, but its clear bugs still exist. The MBTA is working with its manufacturers to fix at least nine defects on the locomotives, while they’re still under a two-year warranty. GE’s Erie, PA, plant supplied the engines for the locomotives, which were assembled by Motive Power Industries in Boise, ID. (BG)

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GENERAL ELECTRIC IS EXPANDING its Russian presence with a series of agreements signed at a conference in Florence, Italy recently. The new initiatives are aimed at accelerating GE’s localization of technology across the oil & gas, power, and transportation industries in Russia. GE and Transmashholding, Russia’s leading rail equipment producer, signed a business plan providing for the launch of a 50-50 joint venture, pending final regulatory approvals, to manufacture GEVO diesel engines at a new facility in Penza, Russia. The project is aimed at addressing the locomotive needs of Russian Railways, as well as providing engines for marine vessels and distributed power applications. (TN)

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THE PLANNED Hartford Line commuter rail service promises benefits for more than just the I-91 corridor: Transportation planners expect it to be a boost for Shore Line East service. Connecticut plans to redeploy Shore Line East’s worn fleet of diesel locomotives and passenger cars in 2018 to

the Hartford Line. They'll be used as part of a high-frequency schedule of shuttle trips on the route between New Haven and Springfield, where there is no catenary to power electric trains. For Shore Line East patrons, that means the prospect of getting a fresh ride. Once the diesels are on the Hartford Line, the state D.O.T. intends to start serving Shore Line East with some of its modern, clean fleet of M-8 electric trains. (HC)

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A NON-PROFIT KENTUCKY group says its members will restore Chesapeake & Ohio 2-8-4 No. 2716 to operating condition. The Kentucky Steam Heritage Corp.'s announcement this morning coincides with the calendar date, 2-7-16, and comes almost 20 years after the big Kanawha-type locomotive last operated in the 1990s. The locomotive is owned by the Kentucky Railway Museum and has been



restored to operation on two different occasions: once by the Southern Railway in the 1980s and once by the Fort Wayne Railroad Historical Society in 1996. The group signed a long-term lease for the locomotive. Group members expect to move the engine to the Lexington area later this year. Chris Campbell, president and founder of the Kentucky steam group, tells *Trains News Wire* that the group hopes to have the engine steamed up by 2020. The restoration is expected to cost between \$800,000 and \$1.3 million. No. 2716 was one of 90 Kanawhas purchased by the C&O between 1943 and 1947 for use in both freight and passenger service. Today, a dozen of the locomotives remain but only No. 2716 has ever run in the preservation era, albeit on two separate but brief occasions. When the locomotive was first restored by the Southern in 1982, it was given a makeover to look more like that road's own locomotives, even though the Southern never had 2-8-4s. The C&O veteran was among the first "Superpower" locomotives

used in the Southern's steam program and Campbell says that is one of the reasons why the group selected it for restoration. Another reason the locomotive is an attractive candidate for operation is that it has been restored on two different occasions in the last 35 years but has rarely run. However, since the locomotive last ran, the Federal Railroad Administration's rules for steam locomotives have changed, meaning the No. 2716 will need a full and complete 15-year overhaul before it can be fired up. The restoration is being headed up by Jason Sobczynski, who has been involved numerous other steam restorations, including the current effort to preserve and operate Reading Company 4-8-4 No. 2100. In November 2015, Sobczynski and others from the Kentucky steam group did a complete inspection of No. 2716 and found it to be in sound condition. While rumors have spread in recent years that the locomotive's firebox is condemned, officials say ultrasonic readings on the interior of it show that while parts will need to be replaced, a vast majority of it is still in excellent condition. "Most aspects of No. 2716 are in better condition than many of today's operating locomotives," Sobczynski says. (TN)

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AMTRAK ANNOUNCED it has extended and expanded its pets program, allowing customers to continue traveling with their small pets on many eastern corridor trains. Amtrak has also added this service for trips up to 7 hours in length to most long distance trains beginning Tuesday, Feb. 16, and is starting a weekend-only pilot program on Acela Express starting, Saturday, Feb. 20. As a result of the overwhelming success of its pilot test, Amtrak has made its program permanent on eastern and select mid-western corridor trains and expanded the program to its long distance trains throughout the nation (with the exception of the Auto Train). More than 2,700 pets have traveled with their human companions along the Northeast Corridor since the pilot launched in October 2015. Boston, New York, Philadelphia and Washington, D.C. were the top departure cities. (AN)

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YOU MIGHT SAY that First State Manufacturing employees have "cushy" jobs. That's because workers for the Delaware company have refurbished seat covers and cut new carpets for passenger cars for the past 15 years. Executives now expect that business to double thanks to two

nationwide, multi-year contracts with Amtrak. For the past two years, First State has worked with Amtrak providing new cushions for the Amtrak fleet. Last September, Amtrak awarded the company a carpet-cutting contract. The company expects to operate a distribution center supplying new cushions for the entire Amtrak fleet soon. Company officials say that the new contracts have already added 25 jobs to First State Manufacturing's staff, bringing the company's total to 105 full-time employees. First State Manufacturing was founded in 1997 as a small two-person operation that was run out of founders' Eli and Sher Valenzuela's garage. The upholstery firm also works with other companies in the railroad industry including the North Carolina Department of Transportation operated by RailPlan, Massachusetts Bay Transportation Authority operated by Keolis, and the Washington-Metro Area Transit Authority. (TN)

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TIER 4 LOCOMOTIVES come in all shapes and sizes. Among the smallest so far is from Curry Rail Services, which recently unveiled a Tier 4-compliant industrial switcher it built under contract with Tractive Power Corp. of Canada. Curry Rail equipped its TP56 switcher with a 400-hp Caterpillar C9.3 engine enabling the locomotive to generate up to 56,000 lbs. of tractive effort. The newest green-and-silver switcher is built-up from a single Electro-Motive Division HT-C truck, which was commonly seen on SD40-2 and similar locomotives. The locomotive Tractive Power Corp.'s third engine and its first Tier 4 locomotive. (TN) Ewww-Ed.)



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THE FIRST 9-CAR TRAINSET of new Metro cars since the early 1970s entered weekday service in Montreal last week, two years later than originally

forecast and carrying an \$860 million price tag. The trainset entered service after a commissioning ceremony at the Henri-Bourassa station on the system's Orange Line Sunday morning. Curious and unexpectedly fortunate passengers crammed the train to create a standing-room only crowd. The new trains feature giant windows and trip information screens. (TN)

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“BRIGHTLINE”, the higher-speed intercity passenger rail service to be offered by Florida East Coast subsidiary All Aboard Florida, will be the first North American passenger trains equipped with retractable bridge plates for high-level boarding platforms. Brightline and carbuilder Siemens collaborated with Kassel, Germany-based Bode to develop the custom retractable bridge plate that is integrated into the railcar door system. Prior to the doors opening, the retractable bridge plates (which Brightline is calling a “gap filler”) will extend up to 12 inches from the train and pivot to contact the station platform, creating a flush surface for passengers to cross and making it easy for those in wheelchairs, pushing strollers or luggage to board or alight. The bridge plates will also improve passenger safety by effectively eliminating the gap that normally exists between passenger cars and high-level platforms. (RA) Imagine those operating in “snow country”...can you say “malfunction junction”?-Ed.

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CANADIAN PACIFIC will seek a declaratory order from the U.S. Surface Transportation Board confirming the viability of the voting trust structure that CP has suggested as part of its proposed merger with Norfolk Southern. CP urges NS, consistent with its duties to its shareholders, to assist constructively in this effort, but intends to proceed regardless of NS's cooperation. "While we remain fully confident in our comprehensive regulatory plan, shareholders of both CP and NS have recommended that we seek this declaratory order as a means to better understand the STB's views on the proposed voting trust model ahead of any formal application," CP CEO E. Hunter Harrison says. "We still think this action is unnecessary, however, we believe listening to the shareholders – the owners of our respective companies – is important." Voting trusts have been used in hundreds of transactions involving regulated industries, including 144 transactions

overseen by the STB since deregulation of the rail industry in 1980, CP notes in its press release. Trusts, besides protecting against unlawful control violations, are a key means of reducing the risk that the regulatory approval process will either interfere with the marketplace's assessment of a merger or be used as a tool by management to fend off would be acquirers. "NS has cited supposed regulatory uncertainty regarding the voting trust model as a reason not to talk to CP, and NS proposed that we seek a declaratory order. We are skeptical that the STB will give a definitive ruling, especially when NS will not even sit down with us, but we are willing to go the extra mile if that is what it takes to get NS to the table," Harrison says. (TN)

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WIDETT CIRCLE, Readville Yard and Allston Yard are three locations being considered by the MBTA to store trains, as part of a South Station expansion. Widett Circle is a prime site buffered by South Boston and the South End and the neighbors aren't too happy it's being considered. It was going to be home of a temporary stadium for the 2024 Summer Olympic games. (BG)

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KEOLIS, the international company that won a tough competition to run commuter trains out of Boston, may have second thoughts about its contract with the Massachusetts Bay Transportation Authority. According to a report by State House News Service, Keolis lost \$29.3 million over the first year of its long-term contract, requiring its French parent company to subsidize its Massachusetts operations. According to Massachusetts Transportation Secretary Stephanie Pollack, Keolis Commuter Services likely failed to fully account for the cost of providing service to the region. Keolis won the contract in January 2014 over Massachusetts Bay Commuter Railroad. The bid would pay Keolis \$2.69 billion for the first eight years with an option to extend an additional four years for a total cost not to exceed \$4.26 billion. A Keolis representative said in a statement that fixing MBTA's issues had taken longer and proved more costly than the railroad operator expected and that Keolis is looking for ways operate "more efficiently." (TN)

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

TRAINS

Have Rail Will Weld

Story of welded rail

Rail Renewal

On NECR in Vermont

Step into the Railroad Showroom

New locomotives on sale

It Takes More Than Scenery

Story of the "Rocky Mountaineer" tours

Rekindling the Love for a Locomotive

"In my own words" story of N&W #611

MODEL RAILROADER

How to Model a Flatcar Full of Tractors

Point-and-Shoot Camera Tips for Modelers

Build a Lift-up Section that Safely Locks in Place

Improve Power and Signal Pickup for DCC

RAILROAD MODEL CRAFTSMAN

"Yellow Jackets"

LV Alco C-420s

Railroad Signals, part 3

Bruce Chubb's series

Weathering Diesels

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, Portland Press-Herald, Hartford Currant.

U.S. NAVY GONDOLAS ARE HERE!

The Club Car Committee is pleased to announce our VERY LIMITED-RUN grey 40' gondola (1941 build date) by Accurail, decorated in the markings for the USN IS NOW AVAILABLE. \$20 each. They ARE KITS, and don't expect a "shake the box kit". Complete instructions have been prepared by our own Paul Cutler III, to assist you in putting these together. There are two factory numbers, and we have decaled some to other numbers. Decaling on these is a "bear", though, so special number cars are only available with the purchase of at least one factory number. For those who can't make it to the Club, you can email your order to me with a credit card number and expiration date:

daveclinton@verizon.net. Or, you can mail your order with check to the Club address: PO Box 224, Hingham, MA 02043. Please add \$7 for shipping.



EDITOR'S NOTES

1. "Trains and Touchdowns" was a great time, with about 20 members participating in the free-run. There were no accidents, to speak of. Will Baker broke the Club speed record with his New Haven "Comet" hitting 126 MPH—my type of train! Good idea, Jack, I hope this becomes a mid-winter tradition.
2. Our **Spring Show and Open House** is less than three weeks away, so please come down and help with preparations and sign up on the "duty sheet", hanging on the glass window to the office. See Paul Cutler for additional info, if you don't know what to do.
3. If you haven't already, please **submit your suggested "Place Names"** for the Club railroad. Form is reproduced here and available on the old wooden showcase inside the door to the layout. This is NOT a "ballot"...it is for suggestions for names of various locations on the layout.

.....*David N. Clinton*

MEMBER NEWS

Welcome to two new members, voted in this month: **Jim Fabyan**, from far-away Colorado and **Rob Cook** from Hanover. Both new members have been extremely active during their application period and have made many friends with the members of the SSMRC, not to mention the talents that they bring to the Club. Welcome aboard guys; we're glad you're with us!

Al McCarty is going in to the hospital tomorrow for a knee replacement. We wish him the best and hope all goes as planned.

Barry Doland is doing much better, is home now and continuing to recover. Visitors are a welcome

sight and best to call first: 781-749-5875. Keep up the good work, Barry!

Birthday Celebrations

The following members have made it through another year and deserve congratulations:

Joe Dumas..... March 4th
Bob England March 7th
Larry Strumpf March 13th
Paul Pando March 17th
Peter Palica..... March 28th

with no one on them, but it prevents people from trying out the train."

Prone is right about low ridership. Mac Daniel, spokesman for Keolis, the company operating the MBTA's commuter rail, said each backward train gets fewer than 20 passengers from the Kingston and Plymouth stations.

So why keep the trains? The MBTA's reasoning is akin to the old adage, "If it ain't broke, don't fix it."

"The MBTA did not want to alter the schedule at this time because the line has one of the best on-time performance rates in the system (an average of 95 percent)," wrote Joe Pesaturo, an MBTA spokesman.

He also pointed out that the train has a unique configuration. The stations serve as the end of two branches of the same commuter rail line, which means that there is no way to serve both stations on one run without going backward.

"Clearly, this is not in ideal situation from an operational standpoint," Pesaturo wrote. "The MBTA, in conjunction with the local community, will look closely at this matter in the future, and work to identify the most efficient way to satisfy the area's transit needs."

Still, Prone isn't convinced by the excuses and wants to keep pushing the issue until it is resolved.

The MBTA or Keolis could run a shuttle between the two stations, for example, so that people near the Plymouth station could easily catch the train in Kingston, he said.

It just doesn't make sense, he said.

"Who in their right mind is going to be taking that train?" he said.

Nicole Dungca can be reached at nicole.dungca@globe.com. Follow her on Twitter @ndungca.

Commuter train will continue going backward

The "backward train" in Kingston and Plymouth will rumble on, despite its head-scratching and inefficient route from Plymouth County to Boston.

In October, I wrote about a train that starts in Kingston, then heads south to idle at the Plymouth station before eventually making its way north to Boston. In all, the route makes Kingston passengers wait on a train for nearly 45 minutes before finally heading in the right direction to Boston.

Some locals have been fighting to get the route off the schedule, arguing that it makes no sense and generates little ridership. But when the MBTA proposed new schedules this month, the three "backward trains" scheduled every weekday were still scheduled to stay in operation.

Richard Prone, of Duxbury, is not happy about it. Prone, a former engineer on the commuter rail, has corresponded with the MBTA's deputy director of railroad operations about eliminating the backward train somehow.

"It's embarrassing," he said. "It's a huge waste of money — not just by running these trains

GLOBE 1-17-16

Name: _____

Date: APRIL 2016

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W V W B E T H E L E O M I N S T E R X V W P
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QUINEBAUG

SEASIDE

SHELTON

SHERBORN

SOUTHBORO

WALPOLE

WATUPPA

WEST HAVEN

WINNIPAUK

WRENTHAM

MORE PULLMAN CARS THAT WERE ASSIGNED TO THE NEW HAVEN RAILROAD LONG AGO.

Have fun!

AL TAYLOR

**SOUTH SHORE MODEL RAILWAY CLUB, INC.
EAST COAST LINES TRANSPORTATION CO.
OPERATIONS COMMITTEE**

PLACE NAMES FOR THE LAYOUT

FEBRUARY 2016

Dear fellow members,

The finishing up of the third leg of the layout is moving along, and part of that progress is the creation of the control fascias with proper labels.

This leads us to making some final decisions of what we are going to call various parts of the layout. We have several areas that need names, and a few ideas have been floated. At the last Operations Committee meeting, it was decided to solicit names from the membership for different locations, form a ballot, and vote on them at an upcoming Business meeting.

Using the map on the reverse side, please fill in one name for each of the following blanks for the various locations:

- 1). _____
- 2). _____
- 3). _____
- 4). _____
- 5). _____
- 6). _____
- 7). _____
- 8). _____
- 9). _____
- 10). _____
- 11). _____

