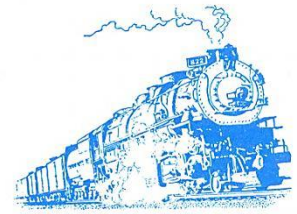


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938

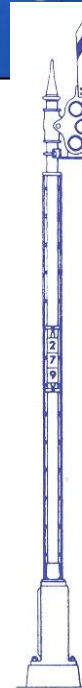


MARCH 28, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 3



The Semaphore

David N. Clinton, Editor-in-Chief



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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 3 ■■■■■ MARCH 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: Spring Show and Open House excitement, with attendance over 1,500! (Photos by Joe Dumas)

FORM 19 ORDERS

MARCH B.O.D. MEETING

Monday, March 28th 8 p.m.

CLUB FLOORS WASHED-WAXED

Wednesday, March 30th—**STAY AWAY** until 6 p.m.

OFFICIAL OPERATIONS

Sunday, April 3rd 11 a.m.- 4 p.m. with lunch

BUSINESS MEETING

Monday, April 4th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, April 7th 8 p.m.

CLUB CAR MEETING

Monday, April 18th 8 p.m.

NEWSLETTER DEADLINE

Saturday, April 23rd

APRIL B.O.D. MEETING

Monday, April 25th 8 p.m.

CONTESTS

Congratulations to **Rich Herlihy** on winning this month's 50/50 Raffle!

FOR APRIL: A favorite "word find" puzzle from Al Taylor.

FOR MAY: What birthday will we celebrate this year for Amtrak?

Extra copies of puzzle and answer forms 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

I will start out this month in reviewing the Spring Open house at the club, specifically the performance of the railroad. If you were there, then some of this may be old news. First we ran a lot of trains both days, much the same as past shows. However, this show we seem to have had more problems with the DCC system. I was in Cedar Hill and experienced loss of control of my locomotives

several times both days; it appeared to be a significant delay in the system responding to my throttle commands. I was using a duplex throttle, like a lot of us, and perhaps we just had too many of those working at the same time. My understanding is that the Digitrax system will only handle about twenty of the duplex throttles at the same time. Another problem we had with one particular train was a short on the Boston Div. near Ruggles. The circuit breaker would not reset; the train had three sound engines and several cattle cars with sound, so that could of been an overload situation. Too much in-rush current to cause the breaker to not reset. We will be setting up that train again and testing to see how much current is being drawn. The worst incident was a train that was parked--that just took off by itself??? The owner had gone to lunch; his throttle was off, no battery installed. We don't know if it was an electrical fluke or if someone had inadvertently brought up his address and acquired the train and turned up the throttle. Several of us had seen addresses coming up in our throttles during the day that were not ours! In the future, we are going to more closely monitor the LocoNet on a computer to see if we can explain these incidents.

Progress on the railroad this past month has been mostly in the scenery areas: Savery is the lone worker on finishing up "Corner City", while the rest of the "Cheesz It" crew has been working on the area at West Middleton. They had their work on display for the show and what they have done looks real good. Peter Palica has taken on the scenery in the area of the wye, so we will start to see some permanent structures and scenery up there. Bob England has started the mockup of the model board for the Cedar Hill passenger terminal. We felt it was necessary to take this extra step, so we could work out any modifications on paper before we started to build it. It is a complex area and the mock-up will show us if we need to make changes.

Bad Orders--yup, I'm bringing it up again because I am still finding broken equipment left on the benchwork. As you can see, I have placed "Bad Order" forms in several places around the railroad to make it easier to write up bad equipment. Is it laziness on the part of the members or an attitude to leave it for someone else



to do it? Please follow club procedures and fill out the form and put it on the proper shelf in the Workshop.

It was great to see Barry Doland back at the Club, sitting behind the cash register at the White Elephant Table. He has had a long recovery, again it was great to see him back. That's it for this month.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

MARCH 2011 (5 years ago)

- Atlas purchases Branchline Trains rolling stock assets, including molds and inventory.
- Mass D.O.T. approves plans to extend Green Line north of Lechmere station in Cambridge.
- Governor Patrick considers state takeover of Commuter Rail, after rough winter performance.
- CSX completes land acquisitions; ready to start expansion of Worcester Yard.
- USPS releases stamp dedicated to "Owney", a stray dog who became the mascot of the Railway Mail Service in the late 19th century.
- MBTA leases five 1995-built GP40WH-2 locomotives from MARC; three work, one sent back and one used to cannibalize for parts.
- Alco PA, ex ATSF 59L saved from Mexico and transported to museum in Frisco, TX.
- FRA bans use of cellphones and other electronic devices by all on-duty train crew members.
- Wilmington, DE, Amtrak station named after VP Joseph Biden, after \$37.7 million renovation.
- 75th Anniversary Committee formed to plan events for 2013 celebration of Club being founded.

MARCH 2006 (10 years ago)

- Ex-QBT U23b #21 operating on Conway Scenic.
- Irving Oil Tank Car delivered; our latest Club Car.
- Turntable kit in Middletown Engine Terminal to be replaced with AAA Precision Turntables of CT.

MARCH 2001 (15 years ago)

- 1st Business Meeting of the year held, due to both Jan and Feb meetings being "snowed out".
- BC Rail ends "Royal Hudson" steam trips.

- NJ Transit and NJ D.O.T. finally win ownership of ex-DL&W "Cutoff"; needed for Scranton, PA to New York City service restoration.

- CNR buys Wisconsin Central RR.

- Scituate tells T they don't want N. Scituate station stop on Greenbush Line.

MARCH 1996 (20 Years Ago)

- Bombardier of Barre, VT, awarded contract to build new "Acela" trains for Amtrak.

- H.P. Hood plant closes in Charlestown.

- "Flying Yankee" stored at Glen, NH, sold to the State of New Hampshire for \$1.

- Pocono Corridor Study recommends restoration of rail between Scranton, PA and New York City.

- Last "Wig-Wag" signal on B&M saved for preservation.

- Ross Rowland cancels plans for "21st Century Limited", which was supposed to criss-cross U.S., using ex C&O Northern #614 and 20-car train.

- Conrail shows interest in transferring over 400 miles of rail in Eastern Mass to Shortline RRs.

- Town of Hingham sues to stop Greenbush restoration.

MARCH 1991 (25 Years Ago)

- Ray Stoddard, one of "founding fathers", dies.

- Maine Coast RR considering start of commuter train from Wiscasset, ME to Brunswick.

- Bangor & Aroostook RR celebrates 100th anniversary.

- Art Deco-style Cincinnati Union Station opens as a museum, after \$68 million restoration.

- Housatonic RR acquires ex-New Haven line from Canaan, CT, to Pittsfield, MA, from Guilford.

- Amtrak decides to permanently route *Montrealer* through New London and up NECR.

- D&H vacates Colonie Yard and moves headquarters to Clifton Park, NY.

- Amherst Railway Society sponsors first 2-day "Big E" Show; patronage over 16,000, an increase of over 4,000 from previous year 1-day show.

- MBTA begins random drug testing of operating employees.

- Old wooden escalator at Downton Crossing Red Line station donated to Smithsonian in D.C.

MARCH 1986 (30 Years Ago)

- Amtrak planning "Cape Codder" service for summer months.

- Needham Branch out of service for complete rehabilitation.

✱White Pass & Yukon RR, shut down for three years, considering reopening for passenger service only.

✱Guilford announces plans to close Waterville, ME, Shops. (never happened-Ed)

✱New Hampshire Northcoast RR takes over B&M's Conway Branch from Rochester, NH to Ossipee.

✱State installs crossing gates at all crossings from Attleboro to Hyannis, in preparation for restored passenger train service by Amtrak.

✱Talk of restoring Ipswich to Newburyport Commuter Rail service.

✱Amtrak reaches agreement with BLE and UTU to take over employment of engineers, conductors and assistants from the various railroads.

MARCH 1981 (35 Years Ago)

✱One-day Saturday Show held at St. Jerome's Church in N. Weymouth; breakfast at "Bickfords" in Braintree. Club open both Sat & Sun. (Ye Ed chairman, after being in Club 2 years)

✱RRE operates "Constitution Flyer", a circle trip from S. Station to Springfield, New Haven and back on Shore Line, with side trip to steam-powered Valley RR in Old Saybrook, CT.

DECODER & ENGINE TUNE-UP CLINIC

New member **Rob Cook** brought an old MRC F7A, decorated for the New York Central. This loco was built 'way before the days of DCC, and did not have a plug. At least the motor was isolated, so a DH123 hardwired between the motor and trucks worked fine. A 3mm L.E.D. was used for the headlight and Rob was very pleased with his evening's work.

Paul Agnew spent his time on two older models. The first was a GP7 by P2K in the famous U.P. "Armour Yellow". He brought his own Digi "Soundbug", which he installed but which "died", while he tried to fiddle with it on the powered track. He tried to download the files for this decoder, but the computer was too slow to accomplish this. His second unit, a Lehigh Valley C420 in delivery paint of yellow and grey from Rivarossi didn't have a

plug, either. So, another hardwire job was needed, using a DH126 this time. Success! His Alco did 104 MPH on the layout—a bit more than the prototype!

Savery Moore also brought two locos, these were for a "tune-up". His UP E8B from Walthers P2K needed new couplers to replace the factory "crap-u-mates"; Kadee "whiskers" worked just fine. His second loco, actually a pair of GPs in UP colors, one a "B" unit, without cab. The UP was one of a very few railroads that ordered "B" unit geeps. These were also by Walthers P2K and he "speed-matched" the two units, so that they ran very well together.



Special thanks to **Paul Cutler III** for running the clinic this month, as I was busy organizing the W.E.T. for the Show. His expertise was much appreciated by the attendees! Our next clinic will be **Thursday, April 7th**. Sign-up sheet on Bulletin Board. Everyone is welcome!

Pennsy Day at the SSMRC Ralph Weischedel

Six members of the New England Chapter of the Pennsylvania Railroad Technical & Historical Society (PRR T&HS) visited the SSMRC Saturday, March 19; the six included our own Ed Sisk and myself. The most common feedback was the excellence of the layout, how much progress has been made, and the quality of the facility. All reported having a great time.



Our hospitality was on display, too, as many turned out to welcome our guests and make them feel at home. This was the third time the PRR T&HS has visited the SSMRC in the last few years.

Several Pennsy trains from the SSMRC and visitors were operating. Here is a sample:

- a G5s (4-6-0) pulled a 6-car commuter train, as seen in Pittsburgh commuter service;
- an E6s (4-4-2) pulled the *Nelly Bly*, which carried passengers from New York City to Atlantic City;
- an F (2-6-0) pulled an early period freight;
- a GG1 electric pulled a passenger train with P70 coaches and many Pullman sleepers;
- an I1s (2-10-0) pulled a mixed freight;
- a Q2 (4-4-6-4) pulled a long coal train;
- an Alco RS-1 pulled a local freight.
- Baldwin Centipedes pulled a mixed freight;
- a pair of EMD E8s pulled a crack passenger train;
- Fairbanks Morse Erie-built A & B units pulled a mixed freight;

The layout performed well. Donated pizza and donuts constituted lunch.

The PRR T&HS will be sending a donation of \$100 to the club.



PROVIDENCE DROPS STREETCAR plan, after nearly a decade of planning. Rhode Island's capital city will replace the proposed streetcars with an "enhanced bus line" that will shuttle commuters along the same route. Finances were the primary cause for the change; the bus line is expected to cost approximately one-fifth of the streetcar line. The streetcar plan never attracted support from state officials. (470)

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AMTRAK'S NORTHEAST CORRIDOR seems an unlikely place for a labor and delivery room, but in early February it was the birthplace of a baby girl. Sheera Lowe was 8½ months pregnant and riding a northbound Amtrak train through Maryland when she realized she was going into labor. Lowe reached out to a passenger who assisted her, and about 18 minutes later, when the train made an unexpected stop at the Aberdeen, Md., station Trinity Christina Stokes was born: at 8 pounds, 5 ounces, the Washington Post reported. Lowe

rested in a café car while her baby was wrapped in paper towels and sheets of aluminum foil normally meant for hot dogs. As the train pulled into Aberdeen, two police officers and an EMT jumped on and helped as they could, but three pushes later, the baby was out and in her new world. An Amtrak employee called Lowe's sister and husband to let them know she and Trinity were doing fine. Lowe said she was worried about the reaction of other passengers after the unscheduled stop, but when she left the train at Aberdeen, they were standing outside smiling, clapping, and congratulating her. (TN)

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THE RAILROAD SPEEDER can be the basis for a lot of projects. Some people like to restore motorcars to their original appearances. Others like to create their own paint schemes and add custom features. But it's safe to say that few people have ever added a boiler and an engine to the top of one as Ross Bendixen has. "I just took a speeder to the next level and added a boiler to it," he tells Trains News Wire. Bendixen worked as a metal fabricator for 38 years and owned a shop until eight years ago, when he started building boilers for steam engine enthusiasts. He says he sells about one stationary engine and boiler every month, mostly to steam hobbyists. Bendixen first got interested in steam engines back in the mid-1990s when his wife got him a small table top engine. Bendixen first built a steam-powered speeder in 2012 and he soon sold it to a man in Pennsylvania.



About a year ago, he finished his second steam speeder. Like the first, Bendixen built it from the rails up. The boiler can be fired with either wood or coal and it can operate at about 80 psi. The speeder can go forward and reverse. Bendixen says he's run the speeder a few times but he's never opened it up to find its top speed. (TN) Kevin needs one of these!-Ed.

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AMTRAK PRESIDENT and CEO Joseph Boardman touted the success of Amtrak in recent

years before a U.S. Senate transportation committee hearing last month, but noted that low gas prices and a strong dollar could impact ridership in 2016. Amtrak's chief executive was speaking before the U.S. Senate Committee on Commerce, Science and Transportation during a hearing about Amtrak and the nation's passenger rail network. Boardman started off his testimony saying that long-distance services such as the Sunset Limited are especially important to smaller communities, not just major metropolitan areas. "We don't just leap from city to city — we connect smaller towns and communities with one another, and with the nation's major urban centers. "This will be a challenging fiscal year for us and the rail industry," Boardman said. "I think these challenges will continue in the years to come, and it's going to be important that all of us who believe in intercity passenger rail to work together to support its development." The FAST Act requires Amtrak and the U.S. Department of Transportation to create separate Northeast Corridor and national network funds by the end of 2016. Boardman concluded his remarks by saying there were benefits and risks to separating the funding systems for the Northeast Corridor and the rest of the network. However, he noted that while the financials could be separated, the operations should remain unified. "We must be careful not to lose the economies of scale of a unified operation," Boardman concluded. "One of the things I have learned in my eight years of service is that a unified system brings not just economies of scale, but a greater understanding of the value that Amtrak delivers for the nation." (TN)

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FOR THE SIXTH CONSECUTIVE YEAR, CSX Corporation has been named one of FORTUNE's World's Most Admired Companies. The FORTUNE ranking highlighted key attributes of CSX's reputation, including quality of management, people management, and long-term investment value. CSX was ranked second place within the trucking, transportation and logistics industry. (RA)

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A LANDSLIDE will keep Western Maryland Scenic Railroad trains from accessing Frostburg, Md., for more than the first half of the railroad's 2016 season. The landslide, located on tracks between Frostburg and switch no. 9 was discovered last week during a routine track inspection. According to an article in the Cumberland Times-News, land

below the right-of-way has slipped away at an estimated 2 to 4 feet. Damages make the track impassable, Western Maryland's newly appointed General Superintendent John Garner, says. "This will hold things up," Garner told the Times-News. "We're looking not to reconnect into Frostburg until at the very earliest, July." The Maryland Bureau of Mines visited the site Friday to begin an investigation. Field-testing of the area is expected to take up to 45 days, according to Garner. If the bureau finds the landslide is mine-related, emergency repairs are expected to take an additional 30 to 60 days. (TN)

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Trains on the Saratoga & North Creek Railway will continue running for the foreseeable future. Warren County, N.Y., and town of Corinth, owners of the rail line from Greenfield, N.Y., to North Creek, N.Y., have reached an agreement to renew their five-year contract with Iowa Pacific Holdings LLC, the operators of the Saratoga & North Creek Railway. Ed Ellis, president of Iowa Pacific, attended the committee meeting on Monday, telling supervisors the railroad has not needed any public subsidy, has paid more than \$6 million in salaries, purchased \$13 million in local goods and services and has generated an estimated \$150 million economic impact through its tourist and freight trains. (TN)

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MASSACHUSETTS SHORT LINE Grafton & Upton has no plans to scrap its former Bessemer & Lake Erie EMD F7, contrary to recent Internet reports that the F7 and a high-nose GP9 both are slated to be cut up. G&U F7 No. 1501 (originally B&LE No. 720A) and GP9 No. 1750 (built as Pennsylvania Railroad no. 7205 in 1957) were sidelined for mechanical problems last year, and the railroad's other first-generation EMD road-switchers have handled trains on the 16-mile route. "The F7 1501 is not being scrapped, and furthermore, scrapping it was never a consideration for us," said G&U spokesman Doug Pizzi. He said that the 1952-built F will be moved to the Seaview Transportation Company shop facility at Davisville, R.I. Railroad owner Jon Delli Priscoli partners with Eric Moffett on the Seaview operation, and the shop there is better equipped to handle the repair, Pizzi says. "Once it is repaired, we will decide what role it can play in our operations." (TN)

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CANADIAN PACIFIC, still in hot pursuit of Norfolk Southern, has filed a petition with the Surface Transportation Board seeking an expedited declaratory order for a proposed voting trust “confirming the viability of the voting trust structure CP has suggested as part of its proposed merger.” CP filed the petition on March 2, 2016. “Shareholders of both CP and NS have asked 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 and we have listened to the owners of our respective companies,” said CP CEO Hunter Harrison. “Since we remain convinced that productive discussions about the potential structure and value of a formal bid must take place face to face we hope this show of good faith is met with an equal demonstration on the part of NS. Earlier this month, CP submitted a resolution to NS shareholders to compel their board of directors to meet with CP to discuss a transaction. NS shareholders can vote on this resolution at the upcoming NS annual meeting. While the declaratory order presents a hypothetical proposed trust—outside the established STB procedure for seeking formal trust approval—CP is hopeful that the STB will be able to offer clarity that will allow shareholders to make an informed decision on CP’s pending resolution.” (RA)

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NOW THE CP has revived a separate effort to buy CSX Corp. in the latest sign of its eagerness to bring consolidation to the industry. CSX, which has a market value of about \$24 billion, rebuffed a January approach from Canadian Pacific, which remains interested, according to people familiar with the matter and Canadian Pacific CEO Hunter Harrison. In 2014, CP made an unsolicited bid to buy CSX and was rebuffed then, too. (WSJ)

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THE U.S. IS SO AWASH in crude oil that traders are experimenting with new places to store it: empty railcars. Thousands of railcars ordered up to transport oil are now sitting idle because current ultralow crude prices have made shipping by train unprofitable. Meanwhile, traditional storage tanks are running out of room, as U.S. oil inventories swell to their highest level since the 1930s. Some industry participants are calling the new practice “rolling storage”—a land-locked spin on the “floating storage” producers use to hold crude on giant oil tankers, when inventories run high. (WSJ)

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LATE NIGHT COMMUTER service on the Massachusetts Bay Transportation Authority will be coming to an end by March 18. The agency’s board members voted unanimously on earlier this month to ax the service. The 4-0 vote is the second time in 15 years the agency has given up on extended hours. Advocates of late night operations have called it a safe alternative for students and service industry workers. The later commuter service extended to all subway lines to 2 a.m. on Fridays and Saturdays, from the usual 12:30 a.m. (TN)

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FACING AN UNUSUALLY WARM WINTER, organizers of the Iditarod requested help from the Alaska Railroad to move more than 300 cubic yards of snow for the start of the legendary dogsled race. The first week of this month, seven air side dump cars were loaded with snow at the railroad’s Fairbanks yard and then shipped 360 miles south to Anchorage for the ceremonial start of the race. Railroad spokesperson Tim Sullivan said that the snow was shipped to Anchorage free of charge. Once the snow arrived in Anchorage, it was delivered by truck a few blocks to where the ceremonial start of the race took place. The actual race starts 80 miles north of the city in Willow. “They’re doing this out of the goodness of their hearts. It’s huge for us,” says dog race organizer Jeff Barney. “The railroad is saving our behinds.” (TN)

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UNION PACIFIC employees set an all-time reportable personal injury rate record in 2015, improving 11% from 2014 to 0.87, making UP the safest Class I railroad in the United States, according to data reported by the Federal Railroad Administration (FRA). A railroad’s reportable injury rate is the total number of injuries reported to the FRA per 200,000 employee hours, which is equivalent to 100 employees working a full year. (RA)

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AFTER EIGHT YEARS, Amtrak is pulling the plug on one of its more successful promotions: National Train Day. In an e-mail to *Trains* Correspondent Bob Johnston, Amtrak spokesman Marc Magliari says: “Since its inception, Amtrak Train Days/National Train Day has been a popular program, allowing us to celebrate the value that Amtrak brings to local communities nationwide. In light of the financial challenges we are currently facing, we have chosen not to continue the Amtrak

Train Days program and to prioritize our resources more efficiently. We would like to thank everyone who devoted their time and effort over the years to making these celebrations of Amtrak and passenger train travel a success." Magliari says the popular Amtrak Exhibit Train tour would continue and will make its scheduled appearance at Union Depot Train Days in St. Paul, Minn., April 30-May 1. Amtrak started National Train Day in 2008 as a way to spread information to the public about the advantages of rail travel and the history of railroading in the United States. It was held each year on the Saturday closest to May 10, the anniversary of the Golden Spike which marked the completion of the first transcontinental railroad in 1869. (TN)

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THE PENNSYLVANIA RAILROAD T1 Steam Locomotive Trust is passing a new milestone. The non-profit organization cast its first boxpok driver the country has seen in more than 70 years. According to an article published by the organization, the driver is unlike a typical driving wheel in that it is entirely hollow. The design has a high strength-to-weight ratio and allows the fine-tuning necessary for high-speed operations for the PRR T1 4-4-4-4 No. 5550.. (TN)

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FEDERAL REGULATORS say they want railroads to operate with two-person crews in locomotive cabs for most operations. The Federal Railroad Administration filed a notice this month that they are proposing a new rule requiring two-people in cabs except in situations that pose low risks to public safety. The FRA says in its proposal summary that railroads could continue using one-person crews in their operations by filing for a review with the agency. But, citing the Federal Railroad Administration's (FRA) acknowledgement of "little evidence or safety data" in its attempt to mandate two-person train crews, a proposed rule first announced by the FRA in April 2015, Association of American Railroads President and CEO Edward R. Hamberger said, "Safety is this industry's number one concern, but there is simply no safety case to be made for a regulation that requires two-person crews, especially where Positive Train Control is fully operational." "Worldwide, trains safely operate with one person in the cab, including here in the United States with passenger and commuter trains and some short

line freight railroads. Major European railway systems running many mixed freight and passenger trains per day have safely implemented single-person train crews," Hamberger added. "Coming from an administration that champions smart, data-driven regulations, it is inexplicable how this proposal was approved by the President's Office of Management and Budget," Hamberger said. "Even the FRA concedes they have no 'reliable or conclusive statistical data' to suggest that two-person crews are safer. I encourage the FRA to reexamine the facts and exercise sound regulatory judgment before finalizing a rule that lacks empirical support." Hamberger pointed out Class I freight railroads remain committed to two people in the cab for trains operating on main line track that is not equipped with Positive Train Control (PTC). PTC will be in operation for 60,000 out of the nation's 140,000-mile freight rail system. (RA & TN)

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NO. 611 is on the road to restoration. No, the other 611: a former Lehigh & New England ALCO S2 that has faithfully served railroading since the mid-1940s. Kermit Geary Jr., with the Lehigh New England Preservation Society said that the now-orange-painted locomotive will return east to Pennsylvania and the Allentown & Auburn Railroad, a shortline railroad based in Kutztown, Pa. Once there, the railroad will work with the



Lehigh & New England ALCO S2 No. 611 pauses while salvage crews rip up L&NE track in Pine Island, N.Y., in April 1962. The locomotive has lived a varied life ever since, serving in steel and grain mills and for a tourist railroad. It will soon return east for restoration.

preservation society and the Lehigh Valley Chapter of the National Railway Historical Society to restore the locomotive's mechanicals and to its original L&NE paint scheme. Geary says No. 611 was among the first diesel locomotives for the L&NE, but is unsure of the build date. He is certain it is the last remaining example of that railroad's motive power, anywhere, however. He says after the Lehigh & New England applied for abandonment in the 1960s, No. 611 went to Ford Motor Co.'s River

Rouge steel mill complex in Michigan; then to the Toledo, Lake Erie & Western Railway and Museum before ending up at the former Emporia Grain mill in Emporia. (TN)

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A GREEN AND CREAM GP9 will stand in for Strasburg Rail Road's black SW8 for a while this year. The geep, Maine Eastern No. 764, owned by Morristown & Erie, will move to Strasburg from NJ Transit's Meadows Maintenance Complex in Kearny, N.J., following wheel truing. Kelly Anderson, Strasburg's chief mechanical officer, said SW8 No. 8618 will be out of service for a couple of months while it receives new wheels and upgraded traction motors, as well as power assembly changeouts. "We'll jack it up and send out the wheels and motors, and we'll change out the last two power assemblies we haven't done yet," he told Trains News Wire. No. 764 returned to New Jersey from Maine following the termination of Maine Eastern's operating contract with the state of Maine. Maine Eastern had operated freight and passenger service on the former Maine Central Rockland Branch, 57 miles between Brunswick and Rockland until the end of 2015. Central Maine & Quebec has since taken over the line for freight service, but is not operating seasonal passenger trains between Brunswick and Rockland. (TN)

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CONNECTICUT'S D.O.T. has added four General Electric P40DC locomotives to its Shore Line East commuter line fleet, bringing the agency's total to 12 of the units. All had been built for Amtrak in 1993. The new additions, which most recently worked for NJ Transit as its Nos. 4800-4803 (originally Amtrak Nos. 812, 808, 810, and 820), arrived in New Haven last week in a special train movement behind an Amtrak ACS-64 electric locomotive. All are painted in NJ Transit's latest colors but carry Connecticut transportation department's "CNDX" reporting marks. The Garden State engines join eight department P40s acquired from Amtrak in 2005. Those units, still wearing Amtrak's current scheme with small CDOT "Connecticut Commuter Rail" emblems, share duties with six GP40-2H units on Shore Line East trains running over Amtrak and Metro-North tracks between New London and Stamford, Conn. (TN)

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PROVIDENCE & WORCESTER Railroad's first repainted SD70M-2 made its public debut earlier

this month at the railroad's paint shop in Plainfield, CT. No. 4301 is one of two former Florida East Coast SD70M-2s purchased in 2015 from First Union Rail Corp. The big six-motor EMD unit now carries an orange and brown scheme introduced on P&W's diesels three-decades ago. Sister unit No. 4302 already is at Plainfield, and will receive the same treatment shortly. Both units, originally Florida East Coast Nos. 100 and 102, quickly entered service on the P&W last fall, still wearing their FEC blue-and-yellow colors. Their horsepower and tractive effort make them ideal for the railroad's heavy spring, summer, fall aggregate trains, which operate within Connecticut and to customers in New York City and on Long Island. Their radial trucks make the SD70M-2s useful over most of the P&W system, though, according to Charles D. Rennick, P&W's general counsel. (TN)



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MORE THAN 100 NEW POSITIONS will be coming to Norfolk Southern's corporate headquarters in Norfolk. The Virginia governor's office says that NS will be adding 165 new employees and investing \$8.2 million in the Norfolk corporate office. The expansion and new jobs are the result of the consolidation of the railroad's corporate offices in Norfolk and Atlanta and the closure of its Roanoke office building. Employees in the railroad's industrial products, coal marketing, sourcing, tax, treasury, and audit and compliance departments relocated from Roanoke to Norfolk, bringing regional employment to 1,050. (TN)

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BNSF PRESIDENT and CEO Carl Ice accepted Railway Age's 53rd annual Railroader of the Year award Tuesday, March 15, 2016 at Chicago's Union League Club, at the traditional dinner hosted by the Western Railway Club. (RA) He's a very cold person, though!-Ed.

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THE MBTA on March 21st celebrated the grand re-opening of the Government Center Station with a ribbon-cutting ceremony marking two years spent reconstructing the station into a fully accessible, safer, modern, more comfortable facility. The ceremony featured remarks by Governor Charlie

Baker, Lt. Governor Karyn Polito, Department of Transportation Secretary Stephanie Pollack, MBTA General Manager Frank DePaola, Boston Mayor Marty Walsh and others. "The reopening of Government Center, done on-time and under budget, represents another step forward as the MBTA works to improve the core system for commuters and visitors alike," said Baker. "This project reconnects City Hall Plaza and a key area of Downtown Boston to those here for business and leisure, with an increased focus on greater accessibility for all travelers." (RA)

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AMTRAK'S GATEWAY PROJECT will be getting a major funding boost for preliminary work on the new Hudson River rail tunnels. Federal, state, and local officials made the announcement last Wednesday. The project will receive a \$70 million boost from Amtrak and the Port Authority of New York and New Jersey. According to an article at NJ.com, federal officials agreed to fast-track an environmental review to save money and speed up the process. Transportation agencies are looking to expedite the \$20 billion Gateway Project before one of the two 106-year-old tunnels has to be taken out of service for mandatory flood damage repairs — a move that would significantly disrupt passenger rail service in the area. The \$20 billion-price tag calls for the construction of two new tunnels under the Hudson River to augment the existing tunnels used by Amtrak and NJ Transit. The project would also add two more mainline tracks between Newark, N.J., and New York, as well as a new annex at Penn Station. Amtrak officials say the earliest the new tunnels could be in service would be 2030. (TN) Whew...I don't even want to think about how old I'll be by then!-Ed.

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AFTER YEARS OF WISHING AND HOPING, Illinois Railway Museum has finally gotten a turntable as the centerpiece of its long-term plan for a roundhouse to protect and display its not-inconsequential collection of steam locomotives. During the auction on March 24 of Union Pacific's former Denver & Rio Grande Western Burnham Shops complex in Denver, museum officials were able to buy the 130-foot turntable for \$10,000. According to a post museum's website, the turntable is capable of turning any locomotive in the collection. The turntable, the hub of the now-closed shops complex, dates from 1941 and was installed

to accommodate the D&RGW's 4-6-6-4 Challenger locomotives. In 2012, it was totally refurbished by UP at a reported cost of \$500,000. It was designed with a low profile, an important consideration at the museum due to a high water table. The museum has a former Chicago & North Western turntable in storage on site, which was never installed because it was too short to handle several of the museum's larger locomotives.(TN)

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AFTER EIGHT YEARS, The Cat is coming back. Not that Cat, but another one that is starting a new life sailing between Yarmouth and Portland. The agreement is long-term, with the Canadian government saying it is a 10-year arrangement. The anticipated start time to the service is June 15 and it will run to Sept. 30. After months of waiting, the provincial government and Bay Ferries announced on Thursday, March 24 that a vessel has been secured for ferry service that will operate between Nova Scotia and Maine. It is the 2007-built high-speed Alakai, which has been under the ownership of the US Navy's Military Sealift Command. Before that it used to service the Hawaiian Islands. The ferry can accommodate 866 passengers, but MacDonald says the company is aiming for 700 to 750 passengers, to allow for more comfortable seating options. The vehicle capacity is 200 regular passenger vehicles. It does have capacity for tour buses, but it won't serve commercial truck traffic. (Yarmouth County Vanguard)

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TRACK WORK IS SET TO START on the MBTA Framingham-Worcester Line this month, with a goal of replacing 25,000-30,000 railroad ties while work to end the line's heat-related speed restrictions wraps up. Keolis, which operates and maintains MBTA Commuter Rail, will be performing and overseeing much of this work, which is expected to have minimal impact on passengers. Most of the work will be performed mid-day to avoid peak commutes. (RA)

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

TRAINS

Coal: A Twisted Future

Green is New Black

NS's fuel-efficient GP33ECO's

Hoosier State Reflects a New Approach

Private operator replaces Amtrak

#9 is Alive!

WW&F 0-4-4T Forney

MODEL RAILROADER

Model Realistic Stacked Steel Plates
Improvements Below the Benchwork

Decorative legs, handy shelves

How to Scratchbuild a Beam Bridge

DCC Corner

Are your locomotives DCC friendly?

RAILROAD MODEL CRAFTSMAN

Railroad Signals-Part 4

Alco C-630s & MLW C-630Ms

Photo Roster

Historical Society Magazines-Model RR Included?

Debate

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 complete instructions have been prepared by 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. Bryan Miller wants to thank all of those members who have donated baked goods for the coffee/snack table. The table was a success and he appreciated the efforts of the members. As he sez, "every little bit helps".
2. Thanks to all who helped during our recent Show and Open House!
3. Don't forget that we will be celebrating Amtrak's 45th birthday at the May Business Meeting with cake and T-shirts.

.....*David N. Clinton*

MEMBER NEWS

Nice to see **Barry Doland** attending Club meetings, even if it is for limited time periods. Having him help at the White Elephant Table during the Show was great! We look forward to Barry's complete recovery and taking back the W.E.T. !

Stan Rydell had his knee operated on last week, and is coming along..."making progress", as he said. It's been two years, since he started with hi problems, originally caused by a deer tick bite, and he is pretty "sick" of operations and hospitals! He "can't wait" to get back to working electrical under the layout, and we can't wait to have him back. Best wishes for a complete recovery this time, Stan!

Al McCarty is recovering nicely from his knee replacement, and has been seen at the Club on several occasions. Keep up the good work, Al, and soon you'll be on your own without the crutches!

Birthday Celebrations

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

Chip MullenApril 7th
 Bob Knapp.....April 8th
 Skip Burton.....April 13th
 Rob CookApril 13th
 Ben Saint-Cyr.....April 14th
 Rick Pearson.....April 20th
 Al GrayApril 21st
 Jack Doyle.....April 27th
 Ed Sisk.....April 30th

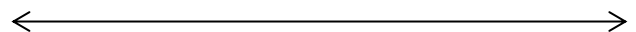
RUNNING EXTRA

**GOOD ADVICE FROM JASON,
 OWNER OF RAPIDO TRAINS**

It is ABSOLUTELY ESSENTIAL that everyone on this list who is over the age of 18 and has a collection of train-related items should have a will. If you took all the goodies stashed in our basements and attics and put them together, you'd probably have a collection that rivals most Canadian train museums. You might think, "My wife knows how much my train stuff means to me. She'll find a good home for it." Chances are, after you are gone your wife will be in no state to make rational decisions about what to do with your stuff. Some people grieve by clearing out all physical memories of their loved ones (including your rare collection of slides) and others grieve by holding onto everything which means when they die there is no one who knows what to do with the stuff. There are unscrupulous people who will be proud of the "great deal" they got on your brass engines by descending on your widow or kids and offering a lump sum to get a hold of your collection and profit from it. Our collections are of great value, whether actual,

sentimental or historical. They mean a lot to us when we are alive, and chances are a lot of these things will mean something to people in the future. Make sure that you are very clear in your will as to what you want to do with your collections. For instance, I have a massive collection of VIA paraphernalia. I made clear in my will that if my kids don't want it, the collection is to be donated to the TRHA. If the TRHA doesn't want it, the collection is to be entrusted to two friends of mine who will know what to do with it - what can be donated, what can go into their private collections until they croak, what should be given away and what should be thrown out. I advise you work with a will lawyer who will think of all of the "what ifs" that a do-it-yourself will kit will leave out. A lot of people don't want to make a will because they don't want to "tempt fate" or think about their mortality. Whether we like it or not, we all move on to the next world at some point. By making a will you will be helping your loved ones deal with your passing and thus you are doing a very good deed.

-Jason
 (from Canadian Model Trains Group list)



**Group restoring New England
 streamliner launches effort to bring
 Flying Yankee home**

The group restoring one of the last diesel-electric streamliners in America is hatching a plan to bring the historic train to its home terminal in New Hampshire. For nearly 20 years, the nonprofit Flying Yankee Restoration Group has rebuilt No. 6000, a three-car diesel-powered streamlined train that once ran throughout northern New England on the Boston &

Maine and Maine Central. "It's a railroad icon," says Wayne Gagnon, a board member of the restoration group. "It's truly an engineering marvel." The Flying Yankee is located in Lincoln, on the Hobo Railroad. While large parts of the restoration are completed, progress has slowed in recent years, and the owners of the Hobo have asked the restoration group to move the train by June because the land it sits on is needed for other equipment. The group is now drafting a plan to move the train to Concord, where it was maintained from 1935 until 1957. No. 6000 was built by the Budd Co. in 1935 and is nearly identical to the Chicago, Burlington & Quincy Railroad's *Pioneer Zephyr* that is on display at the Chicago Museum of Science and Industry. Its first route was from Boston to Bangor, Maine, where it shaved an entire hour off the 240-mile journey. During its 22-year career, the train operated on numerous lines throughout northern New England, racking up nearly 3 million miles. After it was retired in 1957, the B&M donated the train to the Edaville Railroad in South Carver, Mass., where it was put on display for nearly 40 years. In the 1990s, businessman and theme park owner Bob Morrell purchased the train and moved it to Glen, where it sat for



a few years. Later it was sold to the State of New Hampshire and moved to the Claremont & Concord Railroad for the first phase of its operational restoration. In 2005, the train was moved to the Hobo for the second phase of the restoration. In the years since the train came to New Hampshire, it has been entirely stripped down. According to Steve Taylor, another board member, one of the cars has been entirely refurbished with everything installed except for the window shades. The traction motors for the power car and trucks for the entire train have also been completed. The next big task is the restoration and instillation of the brake system. Taylor, who has been involved with the project for more than a decade, says that progress on the restoration has slowed in recent years and the recession hit the group

hard. However, Taylor and Gagnon are both optimistic that a move to Concord will bring renewed attention to the train and attract new supporters. "It may not happen on my watch but I'm hopeful people do step up to get the Flying Yankee running someday," Taylor says. Since receiving the news that the train will have to move, the board of directors have been looking for a new home. The owners of a lumber yard in Concord have recently offered up an unused siding to store and display the train. Gagnon says the building next to the siding is also historic in its own right; it was once part of the B&M shop facilities that the Flying Yankee was maintained at during the 1930s and 1940s. "Concord is a fitting site because it will mean the Flying Yankee has come home," Gagnon says. The group recently met with the Concord city manager and are currently working on a proposal to bring to the city council seeking their support. The group is unsure how or when the move will take place but it's estimating it to cost between \$65,000 and \$75,000. Lou Barker, railroad planner for the New Hampshire Department of Transportation, the state agency that oversees the train, says Concord is an ideal place for the Flying Yankee. He says the state's primary goal in owning the train is to use it as a teaching tool and that it will be more accessible in Concord. He says it could also tie in with other transportation-related exhibits in the city including a stagecoach exhibit and the McAuliffe-Shepard Discovery Center, a science museum that features a full-sized replica of a NASA rocket. Happily for Concord, there is a place where the Flying Yankee could be stored while its future is decided. Better yet, it's a place with historical connections to the train: the rail sidings behind Big Jim's Home Center on South Main Street, a building that once housed rail facilities where trains including the Flying Yankee were maintained. "It would be perfect for us. We have a wall mural of what this area looked like when this area was used to repair and maintain trains," said Don Steenbeke, vice president with his sister Laura of Big Jim's, a descendant of the lumberyard in Boscawen started by their grandfather, Jim Steenbeke. The Steenbeke family rather than Pan Am Railways, formerly Guilford, owns the land where the sidings sit. Because the sidings are still connected to the main line, bringing the Flying Yankee would be a straight shot from Lincoln with relatively few track upgrades needed. "The timing now is right, because the Steenbokes would allow us to park this train on their siding and we have an active rail line," said Don Sweet, another board member for the Flying Yankee Restoration Group. For more info, see: www.flyingyankee.com (TN & Concord Monitor)



THE OPERATOR



MAR. 12 & 13/16

ECL OPERATING DEPARTMENT

NO. 167



OPERATION REVIEW

By Paul A. Cutler III

Time for another Open House operation review! I'll try to keep this brief, compared to the last mega-OPERATOR.

Operations Review – Saturday, March 12th

The show started at 9:00 A.M., but I was running late as usual. When I arrived to dispatch, the following operators were already running: **Jay Pease**, **Savery Moore**, **Bob Knapp**, and **Al Munn** on the Mountain, and **John Holmes**, **Chip Mullen**, **Ross Kudlick**, **Coley Walsh**, and **Dick Kozlowski** on the Boston. In Cedar Hill, we had **Fred Lockhart** and **Skip Burton** holding down the freight and passenger yards, respectively. In Middleton, **Rick Pearson** was switching and chatting with the public, while **Will Baker** (and later, **Ralph Weischedel**) held down the Larson job.



Jay was running his first ever steam engine, a brass B&M 2-10-2, pulling 21 cars. It runs great as long as you don't back up. **Savery** had a long UP passenger train in gray paint behind a 3-unit set of E9's. Hauling 20 cars with a Chessie job was **Bob**. **Al** started running his BAR train with GP38's in front of 25 cars.

Bob and **Al** met when the BAR train crushed the Chessie train at the Steel Mill at 10:32AM. "Oops!" **Al**. ☺ But that's not all. **Jay** came up the ramp near E-35 and stopped real close to **Al**, who then apparently backed into **Jay** when attempting to clear the wreckage at the Steel Mill. It was a tough weekend for **Al** because it got much worse. ☹



On the other loop, **John** had his Big Boy out with 25 club cars. Scary to think we've made so many different cars that one can get that long a train out of them. **Chip** had his FEC/ACL E-units running with 17 passenger cars. **Ross** had his blue CNJ SD40-2's with 25 cars. And I have to tell you I was sure they were B&O until I looked closely. **Coley** had the oddball (but cheap) Squaw Creek RSD-15's, and **Dick** had his usual (and loud) D&H units, this time U23B's with 27 cars.

At the same time **Al** was hitting **Bob** on the Mountain, there was a 3-train collision on the Boston Div.

near Ruggles. **Coley** stopped in the tunnel due to a circuit breaker problem, with the rear of his train holding the block at Ruggles. **Chip** came along and did a little hard hitch of his own to **Coley's** caboose. Within minutes, **Ross** rear-ended **Chip**, derailing a couple axles. It was a very exciting 5 minutes on the layout with 6 trains involved in two accidents. Fortunately the rest of the day was a little quieter.



Later in the morning, we had **John Sheridan** take a spin around the Mountain Div. with his 15-car UP "City of Los Angeles" train. Joining him was **Bob Farrenkopf** with his 18-car PRR steam freight and **John Roberts** with his modern CN coal gondola freight. On the Boston line, the very natty looking **Paul "Fedora" Agnew** brought out his UP turbine and 27 cars.

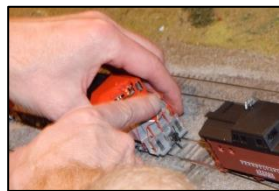


Around noon **Eric Tedeschi** rolled out the ever-popular 40-car circus train with 7 (yes, seven) diesels on point. **Savery** switched out passenger trains to CP "Canadian", then back to UP. **Bob F.** also switched trains to a PRR passenger job, and **John S.** moved over to a NH FL9-powered passenger train. **Fred** got to run for a while on the Mountain, escaping Cedar Hill for at least a few laps. Even **Jack Foley** got to run his Alaska passenger train around the Mountain Div.



Speaking of Cedar Hill, I saw **Savery** duck in there towards the end while **Bill Roach** did some switching in there, too.

Al had some more trouble while following **Bob F.** **Bob's** throttle kept going to 0% speed, over and over again. We're still not quite sure why. The end result was that he'd stop short, and **Al** would run into him. It happened at least twice that we have



evidence of, and probably more times than no one mentioned. ☺ I can't really blame **Al**, but a little more space between trains might have been a good idea.



We also had a situation where

the circus train picked up **Al's** caboose near Corner City and brought it to **Al** up by Cedar Hill Yard.

Operations Review – Sunday, March 13th

Being late again...this time even later (I blame the clock change)...I got up into the tower as dispatcher and found the following: **Jeremy Cahill, John Roberts, Jay Pease, Al Munn, Chris Barlow** and **Bob Farrenkopf** running on the Mountain Division; on the Boston, **John Sheridan, Dick Kozlowski, John Holmes, Coley Walsh, Ross Kudlick, and Chip Mullin** were keeping that line busy. **Fred Lockhart** and **Skip Burton** were back in Cedar Hill, **Will Baker** was back in Larson, and **Rick Pearson** returned to Middleton.



Jeremy ran his GN Empire Builder for a while, switching around in Cedar Hill for a while, and then switched to a Big Sky Blue freight. **John Roberts** brought out his CP grain train and suffered a derailment at the West Middleton diamond when a low gladhand hit the crossing. With his B&M steamer leading, **Jay Pease** ran up some more miles on his new loco. **Al Munn** added some supplemental power to his 24-car BAR train with a Vermont Northern Alco C-420. **Chris** ran his MEC train with 30 cars with an odd-looking ex-Rock Island U25B unit leading, while **Bob F.** tried out his B&M FT A-B-A set.

Boston Div. engineer **John S.** ran his FL9 train around with the properly placed Tavern-Lounge-Observation car mid-train. ☺ **Dick** switched back and forth between D&H RS-3's and U23B's. **John H.** again polished the high iron with his Big Boy. **Coley** had his B&M Bicentennial GP38 leading the way on his 34 car-train. **Ross** was again running his disguised CNJ (nee-B&O) SD40-2's. **Chip** rounded out the early operators with a Florida-bound passenger train.



A truly spectacular wreck happened with **Chip's** passenger train at the Hudson Falls curve right around 11 o'clock. It seems that **Chip** lost a couple passenger cars near Essex Jct. when they uncoupled, but he didn't notice until East Middleton. He then put it in reverse to go get them. Unbeknownst to him, **John H.** was following with his Big Boy and had picked up **Chip's** passenger cars to bring them up to him. They met right under the bridge with disastrous results, as three irresistible P2K E-units pushed hard against the immovable 4-8-8-4. The passenger cars and even the engines trapped in the middle all jackknifed and rolled over on their sides in one of the most difficult areas of the layout to reach, blocking both mainlines. A grabber had to be employed to pick up the wrecked cars.

As lunchtime came and went, **John S.** took a turn in the Big Chair as Dispatcher for an hour to give me a break



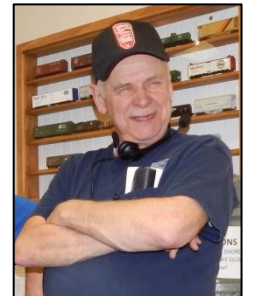
(thanks, **John!**). **Eric Tedeschi** launched the circus train around the Mountain Div. with **Savery** close on his heels with his UP SD7's after spending some time in Cedar Hill. On the lower level, **Ed Sisk** got some throttle time with his PRR 2-8-0's along with **Paul Agnew** with Spencer and some PRR 2-8-8-2's.

The big story of the day happened around 1PM Sunday afternoon. **Al Munn** parked his train on the long incline from E-43 down to the future staging yard that will be going in near the current Boston yard. He put the train away, dispatching the address, took the battery out of his throttle, locked it up in his toolbox, and then he went to lunch. After 5 minutes of not moving,



suddenly his 24-car, 4-loco train started running backwards at a pretty good rate of speed. Our best guess is that someone accidentally acquired his train and hit the throttle. The result was the worst model train wreck I've ever seen. The track in question had a track bumper at the end of it, and there is no safety screen or wall next to this track. That means that as the train hit the bumper and jackknifed, each car that derailed went off the edge of the layout and smashed onto the concrete floor...many in pieces. I counted around 20 cars going off the layout. ☹☹☹

The only good thing is that **Bob Knapp** saved the engines from going over when he ran over to grab them. Poor **Al** had to run out from his lunch break and literally pick up the pieces with **Bob England's** help. I know we tease **Al** all the time about the odd things that seem to happen to his trains (especially when he's not in the room!), but this one hurt to watch. To date, we still aren't sure what happened. But the fact that the train sat for 5 minutes without moving then suddenly accelerated indicates that it wasn't creeping from an open throttle, but instead was controlled accidentally. It's like the old club refrain: "*Who's got my train?*" That's one benefit to having kill blocks that I hadn't considered before.



All in all, it was a great show operation with quite a bit of participation by the membership. We had a little staffing problem at lunch again (*no surprise there*), but the members responded to the call and we quickly got some more trains on the layout. ☺ One thing that has become obvious is the need for some basic engineer qualifications. Several operators were rusty or inexperienced which caused a couple headaches along the way. Chief Engineer **Fred** and I will come up with some easy lesson plans for engineers so everyone can get on the same page, operationally.

Paul Cutler III 